



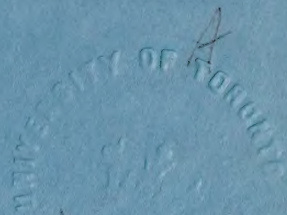
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Canada. Coasting Trade, Royal
Commission



ROYAL COMMISSION ON COASTING TRADE

[Exhibits]
v. 2.

APPENDIX
VOLUME 2

Containing copies of most of
the exhibits filed at the
sittings of the Commission
in Western Canada, Quebec,
Trois Rivières & Montreal SESSIONS

PAGES 363 to 714 incl.

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NOTE RE APPENDIX

Some of the Exhibit numbers have been missed in this Western, Quebec and Montreal Appendix. These are Exhibits that were not received for reproduction and are, for the most part, printed pamphlets. However, some of the Exhibits which should have been included have since been received for reproduction and will be included in Appendix Volume III, to follow.

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30	Appendix.			



---EXHIBIT 47: Ocean-going Ships Under Construction
as at June 30, 1955.

EXHIBIT NO. 47

B.C. MEMBER SHIPYARDS OF THE CANADIAN
SHIPBUILDING AND SHIP REPAIRING ASSOCIATION

OCEAN-GOING MERCHANT SHIPS UNDER CON-
STRUCTION AS AT JUNE 30, 1955

(FROM: SHIPPING WORLD and WORLD SHIPBUILDING -
LONDON, ENGLAND)

<u>GREAT BRITAIN:</u>	606	3,392,605	Tons Gross
	55	435,800	" D.W.
	32	5,111	" Displace.
	62	-----	Tonnage not
	<u>755</u>		indicated
<u>AUSTRALIA:</u>	7	41,300	Tons Gross
	1	10,000	" D.W.
	<u>8</u>		
<u>BELGIUM:</u>	17	156,600	Tons Gross
	5	35,400	" D.W.
	<u>22</u>		
<u>DENMARK:</u>	26	170,400	Tons Gross
	13	119,850	" D.W.
	3	-----	Tonnage not
	<u>42</u>		indicated
<u>FINLAND:</u>	9	45,080	Tons Gross
<u>FRANCE:</u>	57	708,100	Tons Gross
	22	237,450	" D.W.
	2	-----	Tonnage not
	<u>81</u>		indicated
<u>GERMANY:</u>	61	501,132	Tons Gross
	152	1,560,930	" D.W.
	1	-----	Tonnage not
	<u>214</u>		indicated
<u>HONG KONG:</u>	2	12,000	Tons Gross
<u>INDIA:</u>	8	55,000	Tons Gross
<u>ITALY:</u>	54	582,700	Tons Gross
	9	106,500	" D.W.
	<u>63</u>		



1	<u>JAPAN:</u>	89	1,126,030 Tons Gross
2		<u>9</u>	314,500 " D.W.
		98	
3	<u>NETHERLANDS:</u>	91	1,002,741 Tons Gross
4		11	127,350 " D.W.
		<u>1</u>	----- Tonnage not
5		103	indicated
6	<u>NORWAY:</u>	28	272,230 Tons Gross
7		<u>29</u>	466,400 " D.W.
		57	
8	<u>SPAIN:</u>	17	135,100 Tons Gross
9		<u>2</u>	----- Tonnage not
		19	indicated
10	<u>SWEDEN:</u>	45	404,810 Tons Gross
11		<u>70</u>	1,085,075 " D.W.
		115	
12	<u>YUGOSLAVIA:</u>	3	8,100 Tons Gross
13		<u>15</u>	153,630 " D.W.
		18	
14	<u>TURKEY:</u>	1	4,500 Tons Gross
15	<u>UNITED STATES:</u>	11	151,135 Tons Gross
16		<u>5</u>	123,000 " D.W.
		16	
17	<u>CANADA:</u>	3	12,920 Tons Gross

29th August, 1955



---EXHIBIT 48: Ships in Coasting Trade of B.C.
Since 1900 by Three Major Coastwise
Steamship Lines.

EXHIBIT NO. 48

SHIPS IN SERVICE IN COASTING TRADE OF
BRITISH COLUMBIA SINCE 1900 BY THREE
MAJOR COASTWISE STEAMSHIP LINES

CANADIAN PACIFIC RAILWAY COMPANY

BRITISH COLUMBIA COAST STEAMSHIP SERVICE

VESSEL'S NAME	GROSS TONNAGE	YEAR BUILT	BUILDER & WHERE BUILT
THE CHARMER		Latter 19th - Century	San Francisco, California
PRINCESS MAY (Steel)	1717	1888	Newcastle-on- Tyne, England
PRINCESS PATRICIA	665	1902	Wm. Denny & Brothers, Dum- Barton, U.K.
* BEATRICE (Wood)	1290	1903	B.C. Marine Victoria, B.C.
PRINCESS VICTORIA	3167	1903	C.P. Swan & Hunter, Wallsend-on- Tyne, Eng.
PRINCESS ENA (Steel)	1368	1907	- Garston, Lancashire
* PRINCESS ROYAL (Wood)	1997	1907	B.C. Marine Victoria, B.C.
PRINCESS CHARLOTTE	3844	1908	Fairfield Ship- building & Eng., Govan, Glasgow
PRINCESS ADELAIDE	3060	1910	Fairfield Ship- building & Eng., Govan, Glasgow
PRINCESS ALICE	3099	1911	Swan, Hunter, Wigham & Richardson, Wallsend, England



	VESSEL'S NAME	GROSS TONNAGE	YEAR BUILT	BUILDER & WHERE BUILT
1	PRINCESS SOPHIA (Steel)	2320	1911	- Paisley, Scotland
2				
3	* PRINCESS MAQUINNA	1777	1913	B.C. Marine Victoria, B.C.
4	* PRINCESS LOUISE	4032	1921	Wallace Shipbuilding & Dry Dock, North Vancouver, B.C.
5				
6	* MOTOR PRINCESS	1258	1923	Yarrows Limited Esquimalt, B.C.
7				
8	PRINCESS KATHLEEN	5908	1924	John Brown & Co. Ltd. Clydebank, Scotland
9	PRINCESS MARGUERITE	5875	1925	John Brown & Co. Ltd. Clydebank, Scotland
10				
11	PRINCESS ELAINE	2027	1928	John Brown & Co. Ltd. Clydebank, Scotland
12	PRINCESS NORAH	2731	1928	Fairfield Shipbuild- ing & Eng. Govan, Glasgow
13				
14	PRINCESS ELIZABETH	5251	1930	Fairfield Shipbuild- ing & Eng. Govan, Glasgow
15				
16	PRINCESS JOAN	5251	1930	Fairfield Shipbuild- ing & Eng. Govan, Glasgow
17				
18	PRINCESS OF ALBERNI	538	1945	Martinolich Ship- building Co., San Francisco, California
19				
20	PRINCESS MARGUERITE	5911	1948	Fairfield Shipbuild- ing & Eng. Govan, Glasgow
21				
22	PRINCESS PATRICIA	5911	1949	Fairfield Shipbuild- ing & Eng. Govan, Glasgow
23				
24	PRINCESS OF NANAIMO	6787	1951	Fairfield Shipbuild- ing & Eng. Govan, Glasgow
25				
26	PRINCESS OF VANCOUVER	5554	1955	Alexander Stephen & Sons, Glasgow, Scotland
27				
28	YUKON PRINCESS	752	1948	Burrard Drydock Co., N. Vancouver, B.C.
29	NOTE of 25 vessels used by the British Columbia Coast Steamship Service (C.P.R.)			
30	only 5 were built in Canada			

CANADIAN NATIONAL STEAMSHIPSVANCOUVER, B.C.

VESSEL NAME	NET TONNAGE	YEAR BUILT	BUILDER & WHERE BUILT
PRINCE JOHN	540	1910	Scott and Sons, Bowling
HENRIETTE	518	1874	Forge & Ch. de la Medit., La Seyne
NORTH BEND		1877	
ESCORT (Tug)	131	1882	Coos Bay, Oregon
LORNE (Tug)	288	1889	Middlemas & Bourne, San Francisco, Calif.
ALBERT	587	1892	Earls & Co. Ltd., Hull
CHARLES	767	1907	Ailso Shipbuilding Co. Ayr.
WILLIAM	180	1915	A.G. Neptun, Rostock, Sweden
RUPERT	1625	1910	Swan Hunter, Newcastle, England
GEORGE	1625	1910	Swan Hunter, Newcastle, England
* GEORGE (No. 2)	3237	1948	Yarrows Limited Victoria
HENRY	3055	1930	Cammel Laird, Birkenhead
ROBERT	3072	1930	Camel Laird, Birkenhead
DAVID	3072	1930	Cammel Laird, Birkenhead

* Indicates built in Canada

Note: All 14 vessels used by C.N.R. on the
Pacific Coast have been purchased
outside Canada except the T.S.S.

"Prince George" built in B.C. in 1948



UNION STEAMSHIPS LIMITED

VANCOUVER, B.C.

	VESSEL'S NAME	NET TONNAGE	YEAR BUILT	BUILDER
5	CHILCO	197	1883	Elder & Company, Glasgow
7	CHOSENA	101	1881	Elder & Company, Glasgow
8	LADY PAM	167	1883	Elder & Company, Glasgow
10	CASSIAR	384	1890	Ballard, Washington
11	CAPILANO	157	1891	J. McArthur & Co., Glasgow
13	COQUITLAM	166	1891	J. McArthur & Co., Glasgow
14	* CHEAM	558	1891	McAlpin & Allan, Vancouver
16	CHILLIWACK	222	1903	Scott & Sons, Bowling, England
17	LADY EVELYN	236	1901	Jones & Sons, Birkenhead
19	CAMOSUN	794	1905	Bow McLachen, Glasgow
20	COWITCHAN	520	1908	Ailso Ship Co., Ayr
22	VENTURE	580	1910	Napier Millar, Glasgow
23	CHEAKAMUS	403	1910	Dublin Dockyard, Dublin
25	CHELOSHIN	597	1911	Dublin Dockyard, Dublin
26	* CHILKOOT	411	1919	Wallace Shipyards, Vancouver
28	LADY CECILIA	325	1919	Ardrossan Ship- building, Ardrossan
29	LADY CYNTHIA	390	1919	Ardrossan Ship- building, Ardrossan



(UNION STEAMSHIPS LIMITED Cont'd.)

1				
2	* SOUTHOLM	541	1919	Can. Car & Foundry, Fort William
3				
4	ISLAND KING	291	1920	Frosvik Verksk, Sweden
5	* CAPILANO (No. 2)	200	1920	B.C. Marine, Vancouver
6				
7	CARDENA	842	1923	Napier & Millar, Glasgow
8	LADY ALEXANDRA	1150	1924	Coaster Const. Co., Montrose
9				
10	NORTHOLM	224	1924	Towers Shipbuilding, Bristol
11	CATALA	851	1925	Coaster Const. Co., Montrose
12				
13	LADY ROSE	110	1927	A.J. Inglis, Glasgow
14	CHILLIWACK (No.2)	444	1917	Ferguson Bros., Glasgow
15				
16	CAMOSUN (No. 2)	1012	1943	Smith's Dockyard, England
17	* CAPILANO (No.3)	317	1943	Port Arthur Ship- building Co. Port Arthur
18				
19	CHILCOTIN	990	1944	Henry Robb, Leith
20	COQUITLAM (No.2)	1009	1944	Smith's Dock, Middlesex, England
21				
22	* CASSIAR (No. 2)	752	1946	Burrard Drydock, North Vancouver
23	* CHILKOOT (No. 2)	782	1946	V.M.D., Victoria
24	CARIBOO	900	1907	Ailsa Shipbuilding Co., Troon
25				

* Indicates built in Canada.

Note: Of 33 ships purchased by this
Company, only 7 were bought in
Canada.

(Cont'd)



(UNION STEAMSHIPS LIMITED Cont'd.)

SUMMARY

B.C.C.S. Vessels in							
service since 1900 -	25	Built in Canada -	5				
C.N.S.S.	"	"	"	14	"	"	"
							1
Union S.S."	"	"	"	33	"	"	"
							7
Total Ships -	72	Built in Canada -	13				

—

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---EXHIBIT NO. 49: Range of Wage Rates in Yards, 1955.

B.C. MEMBER SHIPYARDS OF THE CANADIAN SHIPBUILDING & SHIP REPAIRING ASSOCIATION

EXHIBIT 49

Range of Rates in the Yards as shown for which the West Coast
pay \$1.97-1/2 - \$2.07-1/2 base rate for Mechanics - 1955

<u>West Coast</u>	<u>Port Arthur</u>	<u>Kingston</u>	<u>Halifax</u>	<u>(Vickers) Montreal</u>	<u>Seattle</u>
\$1.97-1/2 - \$2.07-1/2	\$1.60 - \$1.67	\$1.62-1/2	\$1.60 - \$1.62	\$1.36 - \$1.66	\$2.29 - \$2.38

August 29th, 1955

B.C. MEMBER SHIPYARDS OF THE CANADIAN SHIPBUILDING & SHIP REPAIRING ASSOC.

COMPARATIVE TABLE OF WAGE RATES - 1955

	West Coast - Machinists	Seattle	Kingston	Port Arthur	Halifax	(Expired Aug. 18/55 Still negotiating) (Vickers) Montreal
Base Rate:	\$1.97-1/2	\$2.29	\$1.62-1/2	\$1.67	\$1.62	\$1.69
Vacation Pay	(4%) 7.9¢	(4%) 9.2¢	* 4.9¢	* 5.0¢	* 4.9¢	* 5.1¢
Paid Statutory Holidays :	(9) 7.3¢	Nil	(8) 5.5¢	(7) 4.8¢	(6) 3.9¢	(7) 4.8¢
Welfare Plans by agreement :	2.3¢	7.5¢	--	2.5¢	--	--
TOTALS	\$2.15	\$2.45.7	\$1.72.9	\$1.76.8	\$1.70.8	\$1.78.9
Shift Differential	.26.2¢	N.K.	13.5¢	13.5¢	20.0¢	21.1¢
Dirty Work	49.0¢		41.0¢	42.0¢	43.0¢	15.0¢

1. * The Eastern Yards have vacation plans calling for 2 to 4% depending on length of service.
In view of this 3% was taken as average.
2. Base Rate : taken as Machinists - there are so many classifications within trades it is difficult to isolate one for comparison : the Machinists seemed to be about the most satisfactory for this purpose.
3. The Machinists base rate in Victoria is 5¢ per hour higher but they have less Statutory Holidays and less vacation pay which makes up the difference to the shown Vancouver base rate of \$1.97-1/2.
4. The West Coast have other fringe benefits such as U.I.C., Group Insurance, Pension Plan and Workmen's Compensation which adds another 15.6 ¢ per hour to their cost.

August 29th, 1955



---EXHIBIT NO. 50: Wage Rates in Construction &
Basic Industry of B.C.

EXHIBIT NO. 50

B.C. MEMBER SHIPYARDS OF THE CANADIAN SHIPBUILDING
AND SHIP REPAIRING ASSOCIATION

WAGE RATES IN CONSTRUCTION AND
BASIC INDUSTRIES OF BRITISH COLUMBIA

Heavy Construction

Mechanics 2.37

Mechanics (Permanent in shop) 2.00

Mechanics helpers
(Permanet in shop) 1.65

Building Construction

Boilermakers 2.46-1/2

Carpenter 2.22

Electricians 2.30

Labourers 1.60

Pulp and Paper

Mechanics 'A' Grade 2.11

Labourers 1.59

Oil Refinery

1st Operator 2.34

Shift mechanic 2.34

Labourer (1st year) 1.59

(After 1st year) 1.67

Foundries

Mechanic 1.97-1/2

Helpers 1.66

Labourers 1.56

Forestry - Sawmills

Sawyer	2.04-1/2 to 2.66
Millwright	1.76 to 2.21-1/2
Labourer	1.54

Logging

High rigger	2.26-1/2
Hook Tender	2.18
Labourer	1.54

Shipbuilding

Mechanics	1.97-1/2 to 2.07-1/2
Labourers	1.57-1/2

SOURCE: Industrial Association of British
Columbia

29th August 1955



1 ---EXHIBIT 52(a): Letter dated August 22, 1955,
2 Port Albion Chamber of Commerce
3 to Commission.

4 EXHIBIT NO. 52(a)

5 President: T. Tugwell Sec.-Treas: H. Chorley

6 UCLUELET - PORT ALBION CHAMBER OF COMMERCE

7 Ucluelet, B.C.
8 Aug. 22nd. 1955

9 The Chairman,
10 Royal Commission on Coastal Trade
11 Victoria, B.C.

12 Dear Sir,

13 Mr. Geo. Nicholson is submitting for your
14 attention and consideration a brief outlining the
15 shipping situation as presently prevails on the
16 West Coast of Vancouver Island and particularly
17 stressing the need for the placing in service of a
18 larger and more adequate boat than the one presently
19 provided - The C.P.R. M.V. Princess of Alberni.

20 This Chamber fully endorses the recommendations
21 as submitted by Mr. Nicholson and stresses that your
22 due recognition be given to the implementation of
23 a better and more adequate coastal boat service
24 to cope with increased trade that will be brought
25 about by future increased development of these
26 parts.

27 The Princess of Alberni is inadequate for
28 the handling of the heavier type of equipment and
29 machinery and material which means considerable
30 inconvenience and delay to the shipper and
receiver, not to mention the additional expense
involved in the handling of such items by



1 freighter boat. Also the passenger service offered
2 by the boat is very restricted and leaves much to
3 be desired by those people travelling to and from
4 up-coast points especially, not to mention the
5 tourist traffic that is lost and which at one time
6 was very considerable when proper facilities were
7 available.

8 This district while probably lying dormant
9 in past years, is now coming into its own and
10 together with other up-coast points will be developed
11 and populated at an ever accelerating pace, which
12 means that every consideration and thought must
13 be given to the provision of good facilities for
14 shipping if they are to keep pace with such
15 development.

16 The Tofino - Port Alberni Highway has been
17 promised for 1957 and while this will tend to pro-
18 vide an alternative means of transportation, it
19 will at the same time assist in the opening and
20 development expected in these parts, and should
21 not therefore minimize the need for improved and
22 adequate shipping service; indeed it will increase
23 the need of it.

24 Therefore, in conclusion it is earnestly
25 recommended that you will give favourable con-
26 sideration to the brief presented by Mr. Nicholson
27 and do everything possible to bring about the
28 implementation of the recommendations contained
29 therein.
30



1 Yours very truly,

2 (signed) H. CHORLEY

3 Secretary-Treasurer

4 Ucluelet - Port Albion Chamber

5 of Commerce

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1 ---EXHIBIT 52(b): Letter dated August 9, 1955,
2 Tofino Chamber of Commerce to
3 Commission.

4 EXHIBIT NO. 52(b)

5 TOFINO CHAMBER OF COMMERCE

6 Tofino, B.C.
7 Aug. 9th. 1955

8 To The Chairman,
9 Royal Commission on Coastal Trade
10 Victoria, B.C.

11 Dear Sir,

12 Re: Service on West Coast of
13 Vancouver Island

14 With regard to the above matter, this Chamber
15 has instructed that you be advised of the unanimous
16 support which has been given by said Chamber, to
17 Mr. George Nicholson's brief concerning the
18 inadequate and unsatisfactory service now being
19 rendered.

20 Specific observations leading to the support
21 of the above are outlined as follows: -

22 1. Owing to the very limited carrying
23 capacity of the C.P.R. "Princess of Alberni" a
24 bottleneck occurs at both Ucluelet and Tofino as a
25 result of the necessity of re-stowing and shuffling
26 cargo. As a result, the steamer "Uchuck" from
27 Port Alberni is often held up at Ucluelet wharf,
28 and the Ucluelet wharf facilities and space are
29 tied up for as much as 12 hours at a time, during
30 which local operations are at a standstill. Again,
the time taken for unloading consumes on many
occasions over twice that of a normal operation,



1 where adequate carrying capacity is provided.

2 2. This boat does not call at Tofino on
3 the southbound trip, and therefore the policy is
4 to pick up outgoing freight, northbound. As often
5 happens the boat is overloaded and cannot take
6 the freight - thus another 10 days delay.

7 3. Present service compels all passengers
8 in this area to journey to Ucluelet, a distance of
9 26 miles, should they wish to avail themselves of
10 the passenger service.

11 4. The passenger accommodation is
12 generally crowded and insufficient, as can be
13 observed by an examination of the boat's facilities
14 compared to the district it is expected to serve.

15 5. Present development of this coast, in
16 the opinion of this Chamber calls for a faster
17 service than the 10-day schedule presently main-
18 tained.

19 The above is respectfully submitted for your
20 information.

21 Yours very truly,

22 (signed) G.S. HOLME

23 Secretary-Treasurer
24 Tofino Chamber of Commerce

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1 ---EXHIBIT 52(c): Letter dated July 21, 1955,
2 Zeballos Board of Trade to
3 the Commission.

4 EXHIBIT NO. 52(c)

5 ZEBALLOS BOARD OF TRADE

6 Zeballos, B.C.
7 July 21, 1955

8 To The Maritime Commission on Coastal Trade
9 Hearing in Victoria, B.C.

10 Gentlemen,

11 Please accept Major George Nicholson of
12 Victoria, and pioneer West Coast resident, as our
13 proxy representative; for he is thoroughly familiar
14 with the area, the people and their transportation
15 problems.

16 Naturally, we would enjoy having you visit
17 us to discuss our problems, but failing this, we
18 believe that Major Nicholson may help you and us,
19 by his presentation.

20 As a measure of improving the West Coast
21 service, may we suggest the following:-

- 22 A. Operate from Port Alberni on a weekly
23 schedule.
- 24 B. Use a larger boat, with the following
25 facilities:-
- 26 (1) deep-freeze service.
- 27 (2) cooler service.
- 28 (3) improved and enlarged passenger
29 accommodation.
- 30 C. Stop southbound whenever traffic
warrants.



1 At the present time, elderly people, mothers
2 with small children, and sick people are forced
3 to travel by air. Quite often elderly people do
4 not care to travel by airplane. Mothers find it
5 difficult to look after their children in planes
6 and sick people must in some cases charter private
7 planes as the air-lines do not encourage stretcher
8 cases owing to inconvenience.

9 All of this puts an unfair burden on the
10 public.

11 Yours truly,

12 (signed) NEAL JORDAN

13 Chairman, Zeballos Board of Trade
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1 ---EXHIBIT 52(d): Letter dated May 15, 1955, from
2 Ivan H. Clarke, to the
3 Commission.

4 EXHIBIT NO. 52(d)

5 HOT SPRINGS COVE, B.C.
6 May 15th.1955

7 The Royal Commission on Coastal Trade

8 Victoria, B.C.

9 Dear Sirs,

10 Re West Coast of Vancouver Island
steamer service

11 I have read Major Nicholson's brief and
12 heartily support his arguments that the present
13 boat, the Princess of Alberni, is totally inadequate
14 for the trade.

15 Like other men before me and since, I was
16 induced to settle and establish a business on the
17 west coast of Vancouver Island on the assumption
18 that a suitable vessel like the Princess Maquinna
19 would always be kept on the run.

20 As recent as 10 years ago, when it was known
21 that the Maquinna would eventually have to be
22 replaced on account of old age, the C.P.R. told
23 us that she would be replaced by the Princess
24 Norah, which was built specially to take over from
25 the Maquinna.

26 Then with practically no notice the Maquinna
27 was withdrawn altogether and the C.P.R. replaced
28 her with a ship no bigger than a fish packer.

29 There wasn't a living soul here when I
30 arrived (on the Maquinna) in 1932. Now Hot Springs



1 Cove is one of the most important commercial salmon
2 fishing centres on the coast.

3 From early Spring till late in the Fall there
4 are four floating fish-buying camps in the bay,
5 each operated by one of the big fishing companies
6 in Vancouver. These camps buy fish from a fleet
7 of up to 500 fishing boats and often there are that
8 many either tied up or anchored in the cove over
9 night.

10 There is also a marine oil station, stores
11 (one of which I operate myself), restaurants and
12 other facilities for fishermen.

13 The Princess Maquinna gave us good service,
14 but the Princess of Alberni is far too small. The
15 Princess Maquinna had accommodation for over
16 100 passengers. The Princess of Alberni only has
17 two staterooms and when anyone wants to travel by
18 her she cannot take them. The result is that
19 everyone has to fly and that is not convenient.
20 Usually we have to charter a plane and that is too
21 expensive.

22 We have no roads and like most parts of the
23 upper half of the west coast of Vancouver Island,
24 are never likely to have one. This is because of
25 the coast's geographical features which make road
26 construction impracticable. We are therefore
27 practically entirely dependant on steamer service.

28 Hot Springs Cove is also the distributing -
29 and shopping centre - for several other small
30 places in the area.



1 One of the biggest and best hot springs in
2 B.C. is right here and if people could only get
3 here by boat it could be developed into a great
4 resort.

5 What the west coast needs is a larger ship
6 and a more frequent service. One with passenger
7 accommodation for at least 30 or 40 passengers.
8 Also one that can carry heavy freight and make
9 all stops both northbound and southbound.

10 I am the postmaster, harbormaster and
11 telegraph agent, besides being a general storekeeper.
12 A large taxpayer and have raised a family of 7
13 since settling here. There is no official
14 organisation here, but if there was one it would
15 certainly back up Major Nicholson's representations.

16 Yours faithfully,

17 (signed) IVAN H. CLARKE
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1 ---EXHIBIT NO. 52(e): Letter dated May 12, 1955,
2 from William C. Youell to
3 Commission.

4 EXHIBIT NO. 52(e)

5 Hot Springs Cove
6 Vancouver Island, B.C.
7 May 12th. 1955

8 To Major George Nicholson
9 Victoria, B.C.

10 Dear Sir,

11 As a resident at this point for eight years,
12 the brief you are presenting in relation to the
13 shipping problem of the west coast of Vancouver
14 Island is the very thing needed to bring before
15 the Royal Commission at Ottawa. The difficulties
16 that have occurred with the residents of the west
17 coast since the Canadian Pacific "Maquinna"
18 steamship was taken from the west coast schedule
19 have been manifold in many ways.

20 This has caused hardships and expense to many
21 residents, who have to travel when necessary to
22 points outside their ports.

23 I heartily reciprocate your endeavours on
24 behalf of the west coast residents and may your
25 efforts be successful, and I am sure the thanks of
26 every one concerned will be with you.

27 Yours very truly,

28 (signed) WILLIAM C. YOUELL
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1 ---EXHIBIT 53: Brief submitted by N.A. Swainson

2 EXHIBIT NO. 53

3
4 A Brief Submitted To The
5 Royal Commission on the Coasting Trade
6 of Canada

7 at

8
9 Victoria, B. C.

10 by

11
12 Neil A. Swainson

13
14 August 30, 1955

15 The Object of this brief is to state simply
16 one citizen's contention that Canadian coastal ship
17 operators should be left with the freedom which
18 they now enjoy--to purchase ships from whichever
19 source best satisfies their requirements. It is
20 my contention that they should not be limited in
21 future to the operation of vessels built in this
22 country.

23 The Situation at the moment is roughly as
24 follows. Canada's shipyards, which at one time
25 during the war had almost 70,000 employees, which
26 saw them drop in number to something under 7,000
27 in 1949, and rise thereafter to just over 17,000
28 in January, 1954, probably will be employing
29 directly about 10,000 people by the end of
30



1 this year.¹ It is the shipbuilding industry's
2 claim, I gather (and the claim of others), that
3 the industry cannot obtain shipbuilding contracts
4 enough to maintain its personnel at existing
5 numbers, that its continuance as a healthy industry
6 is vital to our national economy, that government
7 assistance is therefore required, and that the
8 simplest way to administer it is to restrict the
9 coastal trade to Canadian built ships.

10 My Reasons for disagreeing with this con-
11 clusion are as follows:

12 (1) One of the arguments most frequently
13 used to justify such a restrictive policy
14 cites the discrepancy between overseas
15 shipyard workers' wages and those in Canada,
16 and implies that competition from these
17 overseas yards is therefore "unfair". The
18 wage differential undoubtedly exists, but
19 surely the two considerations listed below
20 are often overlooked.

21 a. If domestic wage rates can justify
22 a complete ban on imports of the type
23 suggested, how in all fairness can
24 we oppose--and as a nation we un-
25 doubtedly do-- any American attempt
26 to restrict or cut off entirely
27 imports in categories of goods or
28 materials which are produced

29
30 1. According to Mr. T. R. McLagan, as reported by
the Victoria Daily Colonist, April 19, 1955, p.3.



1 within the U. S. A.? Carried to its logical
2 outcome, the argument would permit Americans,
3 who enjoy the world's highest wage levels,
4 to decline to buy, for example, any fish,
5 lumber or aluminium products from this
6 province.

7 b. Surely there is an additional explana-
8 tion for lower costs in European shipyards--
9 namely the perfectly valid factor of volume
10 production. United Kingdom yards hope to
11 produce in excess of 1,500,000 tons of
12 shipping this year, and German production
13 will be little short of 900,000 tons. To
14 explain the differential between Canadian and
15 overseas shipbuilding prices solely in terms
16 of wages, in other words, is to ignore one
17 of the major items in production costs. There
18 are others--such as the nearness of European
19 yards to steel mills--which make this type
20 of work a really economic proposition in
21 some countries abroad.

22 (2) While a nucleus of skilled shipbuilding
23 personnel is an obvious asset, and possibly a
24 necessity in the interest of national defence,
25 subsidizing its retention should be viewed in the
26 light of the following facts:

27 a. That the great bulk of the world's
28 shipping belongs to the nations of the free
29 world. In the event of war, it is incon-
30 ceivable that these ships would not be



1 pooled (as certainly will be the ships of the
2 sixteen members of N.A.T.O.).

3 b. That the U.S. Government has a huge
4 fleet of laid-up merchant shipping.

5 c. That a greatly increased R. C. N.
6 and an expanding coastal shipping fleet are
7 providing now, and doubtless will continue
8 to provide a considerable amount of repair
9 and refit work.

10 d. That diversification is a sound policy
11 already being practised by wide awake
12 concerns in the shipbuilding field.

13 (3) To support restrictions such as that which
14 I am opposing, it has often been asserted in the
15 past that the alternative was to leave much of
16 Canada's economy producing only raw materials or
17 at best semi-finished products--with the highly
18 remunerative finishing stages being carried out
19 elsewhere by those who bought our produce. We,
20 it was asserted, were to be left under such cir-
21 cumstances as low income "hewers of wood and drawers
22 of water" for the rest of the world.

23 Whether the argument ever was valid formerly,
24 it certainly is no longer justifiable today. Since
25 1945 the terms of trade seem to have turned almost
26 irrevocably in favour of such communities as ours
27 in B. C. With hard work we can seemingly look
28 forward to a very high standard of living indeed--
29 existing without any artificial assistance, and
30 exporting in the face of world-wide competition



1 the output of our primary industries of forest, land
2 and sea.

3 (4) It is very difficult to generalize about the
4 coastal shipping needs of the future, but I think
5 it relevant to point out that, on this coast at
6 least, imports of craft into the coastal trade in
7 some recent years have hardly been at a level to
8 suggest that their elimination would have had any
9 profound effect on West Coast building yards.

10 For instance, according to the publication
11 Harbour and Shipping (pp. 157-161, March, 1955),
12 only 19 of the craft newly registered at Vancouver
13 last year (1954) had been built outside the country.
14 They consisted of nine yachts, six fishboats, two
15 tugs and two barges--amounting in all to 861.7
16 tons of shipping.

17 Admittedly, this year will tell a rather
18 different story.² The Commission should certainly
19 consider, however, whether or not the restriction
20 requested would have the result sought, and the
21 possibility that this request might easily lead to
22 others in this field--once the principle of state
23 aid had been conceded.

24 (5) There is another possibility which should not
25 be overlooked. Is there not a real danger that,
26 if imports of shipping for domestic use are banned,
27 other industries which can present equally valid

28 2. From the same source (the March issue of each year)
29 corresponding tonnages were, in round figures,

1953 - - - - - 103 tons.

1952 - - - - - 4965 "

1951 - - - - - 3136 "



arguments concerning national defence will be able to request similar protection on the grounds of equitable treatment.

How, for example, could a similar request from the Canadian aircraft industry be refused? If the cold war dies out, or even moderates considerably, our aircraft manufacturers would soon be in the position faced by our shipbuilders today. It doesn't require much imagination to suggest that representatives of other industries would soon add themselves to the list.

(6) Finally, reference must be made to the well known but none the less powerful argument based on the need of our international customers to pay for their purchases from us by sales to us.

Probably most pertinent to this question is our trade position vis-a-vis the United Kingdom. During the first six months of this year our sales to the Old Country exceeded our purchases from her by some \$202,700,000.³ It is obvious that this situation cannot continue. If our exports of timber, fish, apples, non-ferrous metals etc. are not to be seriously curtailed, then British and Sterling Area sales here will have to rise substantially. At a time when we hear not a little about British goods being uncompetitive with regard to price or style of delivery, would it make sense to choke off an export in which they

3. The Financial Post, August 13, 1955, p. 1.



can meet our requirements very satisfactorily.

What has just been said of the U. K. can be applied with equal force to such other great ship-building nations as Germany, Holland, France, Italy and Japan. They would all like to buy more from us-- if only we would buy back.

It would be a sad mistake, I submit, to say to the nations of the world (and especially to those less fortunate than ourselves) after spending ten years espousing the cause of an expanding world trade--and actively objecting to the continued existence of import restrictions abroad--that we were now prepared not simply to restrict one category of imports, but to forbid imports in the category altogether.

Such a policy would hardly be consistent with Canada's avowed objective of "the greatest degree of multilateral trade, and the freest trade possible" re-endorsed so clearly by the Hon. Lester Pearson in Victoria last Friday night. (Victoria Daily Times, August 27, 1955, p. 15.)

- - - - -

My conclusion is, therefore, that the labour force in our shipyards ought to be allowed to decline to its natural economic level, and that no restrictions should be placed on the origin of craft in our coastal trade. If it is possible to continue to stretch the naval building programme, and if there is any sizeable labour turnover in Canadian shipbuilding yards, it ought



1 to be possible to effect the reduction in personnel
2 without hardship to those involved through the
3 simple expedient of curtailing hiring for the
4 period required.

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1 ---EXHIBIT 57: Supplementary Brief of Union
2 Steamships.

3 EXHIBIT NO. 57

4 SUPPLEMENTARY BRIEF PRESENTED TO
5 ROYAL COMMISSION ON COASTING TRADE
6 BY
7 UNION STEAMSHIPS LIMITED

8 Mr. Chairman, Members of the Commission:-

9 On behalf of Union Steamships Limited, I
10 appreciate the opportunity of appearing before you
11 and making this further submission.

12 We have studied the Briefs previously sub-
13 mitted to the Commission and wish firstly to record
14 corrections to some statements made in other Briefs,
15 secondly, to make specific and general comments on
16 other Briefs and thirdly to tender our submission
17 on a new matter, namely, labour legislation.

18 1. CORRECTIONS TO STATEMENTS IN OTHER BRIEFS -

19 A. Brief B-20 entitled "Better Steamer Service
20 for the West Coast of Vancouver Island",
21 submitted by Mr. George Nicholson.

22 (1) This Brief refers, under paragraph
23 No. 6, to "Waterhouse Steamship Company"
24 and under paragraph No. 34, to "Union
25 Steamship Company (successors to the Water-
26 house Company)." Frank Waterhouse and
27 Company of Canada Limited has been a wholly
28 owned subsidiary Company of Union Steamships
29 Limited since January 1, 1940. Operations
30 which were formerly conducted under Frank



1 Waterhouse and Company of Canada Limited,
2 since January 1, 1955, have been fully
3 conducted under Union Steamships Limited
4 and the subsidiary company is dormant
5 operationally.

6 (2) In paragraph No. 34, Mr. Nicholson submits
7 alternative recommendations. For the record
8 we point out that on January 23, 1946 we
9 inaugurated a regular weekly scheduled
10 service between Vancouver and Quatsino Sound
11 ports (which includes Port Alice) sailing
12 up the East Coast of Vancouver Island,
13 around the North end and down to Quatsino
14 Sound. Since January 14, 1947 this service
15 has been performed by S.S. "Chilkoot", a
16 vessel which has a deadweight cargo capacity
17 of approximately 1500 short tons, and
18 accommodations for four (4) passengers.
19 Practically all passengers travelling to
20 Quatsino Sound ports travel by ship from
21 Vancouver to Port Hardy on the East Coast
22 of Vancouver Island and then by auto from
23 Port Hardy to Coal Harbour, a distance of
24 approximately 10 miles.

25 (3) Our service to other points on the West Coast
26 of Vancouver Island is performed on a
27 spasmodic tramping basis when cargo
28 offerings are received. The volume of
29 traffic does not warrant a regular
30 scheduled service being inaugurated by



this Company.

1
2 B. Brief B-36 submitted by Vancouver, New
3 Westminster and District Metal Trades Council;
4 Victoria and District Metal Trades Council; and
5 Shipyard General Workers Federation under
6 "B. Limitation of the Coastal Trade" refers to
7 Union Steamships Limited as a subsidiary of Canadian
8 Pacific Railway. We point out that Union Steam-
9 ships Limited is a wholly owned subsidiary of
10 The Union Steamship Company of British Columbia
11 Limited and that Canadian Pacific Railway has no
12 financial interest in it.

13 2. COMMENTS ON OTHER BRIEFS -

14 A. Brief B-87 submitted by Canadian Pacific
15 Railway Company contains several recommendations on
16 which we respectfully submit the following comments:-

17 (1) Paragraph 15 parts (a) and (b) recommends
18 that the licencing and rate regulating
19 provisions of Parts I, II and III of the
20 Transport Act be extended to include all
21 ships engaged in the coasting trade of
22 Canada. We submit that it is neither
23 practicable nor in the interest of the
24 steamship companies engaged in the coasting
25 trade in British Columbia waters to attempt
26 to regulate freight rates. On the Pacific
27 Coast of Canada the steamship operators
28 are faced with major and increasing
29 competition from towboat operators who
30 are transporting more and more large



1 quantity shipments. These large volume ship-
2 ments are the foundation of B.C. Coastal
3 traffic. The steamship companies must have
4 freedom of action in making competitive
5 quotations if they are to be able to maintain
6 their necessary traffic level, and they must
7 have the ability of making such competitive
8 quotations at short notice. The towboat
9 companies assess their charges on a basis
10 completely different from the basis used by
11 the steamship companies, therefore, any
12 attempt to regulate rates would be met with
13 insurmountable difficulties.

14 B. Brief B-92 submitted by Canadian National
15 Railways contains similar recommendations to those
16 made by Canadian Pacific Railway Company, therefore,
17 our comments relative to the Brief submitted by
18 the latter company apply equally to this Brief.
19 We offer one further comment regarding this Brief.
20 Recommendation 2, part (2) proposes that paragraph
21 (k) of subsection (1) of Section 2 of the Transport
22 Act be re-written. The use of the wording
23 "... and exceeding one hundred tons gross tonnage
24 used in navigation on other waters in Canada;..."
25 would have the effect of exempting many towboats
26 operating in B.C. waters.

27 C. The one basic matter which is dealt with by
28 most of the Briefs is the question of restricting
29 the Coasting Trade of Canada to certain vessels.
30 It is obvious that there is a sharp division of



1 opinion pro and con. Those who recommend restriction
2 collectively would limit this trade to vessels:-

- 3 (a) Built in Canada.
- 4 (b) Registered in Canada.
- 5 (c) Owned by Canadian citizens.
- 6 (d) Manned by Canadian citizens.

7 We favour the restriction of the Coastal Trade to
8 Vessels:-

- 9 (a) Registered in Canada
- 10 (b) Owned by Canadian citizens (or if the
11 owner is a body corporate subject to
12 the requirement that 75% of the shares
13 of the body corporate be owned by
14 Canadian citizens and the requirement
15 that all officers and directors of the
16 body corporate be Canadian citizens,
17 similar to the regulations in effect
18 in the U.S.A.).
- 19 (c) Manned by residents of Canada (as
20 opposed to being manned by Canadian
21 citizens).

22 We are, however, strongly opposed to the
23 Coastal Trade being restricted to vessels built in
24 Canada. Such a restriction would further handicap
25 Coastwise steamship companies who are already and
26 have for some time been experiencing severe economic
27 and financial difficulties. If such a restriction
28 were placed in effect, higher freight rates and
29 passenger fares would be required, but such a
30 result would react further to our disadvantage by



1 forcing more cargo towards other means of transport
2 and more passenger travel towards the airlines.

3 In other words, such a restriction would penalize
4 one industry in favour of other industries.

5 We respectfully submit that if it is deemed
6 desirable to protect and maintain the shipbuilding
7 industry, this should be accomplished, by the
8 Government paying direct subsidies to the shipyards
9 and by the Government paying the ship owner a
10 construction differential subsidy on each vessel
11 constructed in a Canadian shipyard. We further
12 submit that vessels built outside Canada should
13 continue to be eligible to engage in the Coasting
14 Trade, subject to existing regulations and subject
15 to the three restrictions concurred in as above.

16 3. NEW SUBMISSION -

17 The Commission may be aware of the strike
18 initiated against Union Steamships Limited by the
19 Seafarers' International Union of North America
20 (Canadian District) on July 3rd, last and which is
21 still continuing. This strike was called as the
22 result of an alleged strike vote reputed to have
23 been taken in November, 1954, following the
24 acceptance by the company (together with two other
25 companies), and the rejection by the union of the
26 recommendations of a Conciliation Board.

27 The agreement between the company and the
28 union was for two years, commencing June 1, 1953
29 and contained the provision that it could be opened
30 by either party in connection with wage rates and



1 overtime rates subject to notice prior to June 1,
2 1954. The Conciliation Board had been established
3 to deal with these two matters which had been under
4 negotiation jointly, between the union, on the one
5 hand and B.C. Coast Steamship Service (Canadian
6 Pacific Railway), Canadian National Steamships and
7 Union Steamships Limited, on the other.

8 The strike was called against this Company
9 alone two months after joint negotiations in
10 connection with the entire agreement had commenced
11 at the request of the union. It is obvious that
12 the union for reasons best known to itself,
13 singled out this Company in an attempt to use its
14 strike threat to influence the 1955 negotiations.
15 It is obvious also that they held off acting until
16 the heavy summer traffic period was upon us,
17 despite the fact that they claimed to have the
18 favourable strike vote seven months previously.
19 The strike, occurring as it has during this heavy
20 traffic period has caused a great deal of hardship
21 to many people and industries along the B.C. Coast,
22 a large number of which are in isolated locations.
23 It has also lost the Province a great deal of
24 tourist business.

25 At no time before or after the strike was
26 called has the union been willing to look at the
27 situation realistically. At no time has it been
28 willing to accept the economics of the situation.
29 All offers that the company has made have been
30 flatly rejected.



1 On June 30th, three days before the strike
2 commenced, the union proposed the completely new
3 and vastly different idea of an hourly wage rate
4 basis of pay. They would not defer the strike
5 deadline to afford the company sufficient time
6 to properly study the effect of and consider
7 their proposal.

8 The hourly rates contained in this proposal
9 would have the effect of increasing our wage costs
10 by approximately 100%.

11 The union has revised these hourly rates
12 downward and its latest proposal would have the
13 effect of increasing our wage costs by approxi-
14 mately 30%.

15 The strike is now in its ninth week, and
16 yet we are informed that the men did not want the
17 strike, are not informed and have not had the
18 opportunity of a free expression of opinion.

19 This indicates a dictatorship and
20 irresponsibility on the part of the union leaders.

21 Our legal advice has been to the effect
22 that the strike is illegal and yet the existing
23 Federal Labour Legislation has not been adequate
24 enough to properly permit an early solution to
25 the problem. It is obvious to us that existing
26 legislation should be amended and improved.

27 We respectfully submit the following
28 recommendations for your consideration:-

29 1. That the Trade Union Act be amended to:-

30 (a) Require that every trade union shall



1 function as a fully democratic organization.

2 (b) Require that a maximum period of six
3 months probationary membership in a trade
4 union be allowed after which approval or
5 rejection for full membership shall be
6 voted on by the full members of the branch
7 of the union concerned.

8 (c) Require under Section 6 that every
9 trade union shall be required to be
10 registered.

11 (d) Require that the Constitution of each
12 trade union, together with its rules and
13 regulations shall first be approved by the
14 Minister of Labour before a Certificate of
15 Registry is issued by the Registrar General
16 of Canada.

17 (e) Require under Section 13, Part (1)
18 that the "general statement" referred to
19 shall be compiled from the accounts of the
20 trade union following a proper audit by a
21 competent qualified public auditor and shall
22 be accompanied by a certification by the
23 said public auditor relative to the audit
24 and to the "general statement" submitted.

25 (f) Require under Section 13, Part (2)
26 that every member of and depositor in any
27 trade union shall be forwarded a copy of
28 such certified general statement without
29 making any payment for the same.

30 2. That the Industrial Relations and Disputes



1 Investigation Act be amended as follows:-

2 (a) To require Government supervised strike
3 votes and lockout votes with a time limit for
4 strike or lockout action (See Appendix -
5 Sections 50, 51, 52 and 53 of the British
6 Columbia Labour Relations Act).

7 (b) To provide a conclusive means of
8 determining expeditiously whether or not a
9 strike or lockout is illegal (see Appendix -
10 Section 54 of the British Columbia Labour
11 Relations Act).

12 (c) To provide for voiding an agreement
13 and certification in the event of an illegal
14 strike (See Appendix - Section 55 of the
15 British Columbia Labour Relations Act).

16 (d) That Section 41 be amended to read as
17 follows:-

18 41. (1) Every employer who declares or
19 causes a lockout contrary to this Act is
20 guilty of an offence and liable, upon summary
21 conviction, to a fine not exceeding \$250.00
22 for each day or part of a day that the
23 lockout exists.

24 (2) Every person acting on behalf of
25 an employer who declares or causes a lockout
26 contrary to this Act is guilty of an offence
27 and liable, upon summary conviction, to a
28 fine not exceeding \$50.00 for each day or
29 part of a day that the lockout exists.

30 (3) Every trade union that author-



1 izes or calls a strike contrary to this Act
2 is guilty of an offence and liable, upon
3 summary conviction, to a fine not exceeding
4 \$250.00 for each day or part of a day that
5 the strike exists.

6 (4) Every officer, representative or
7 person acting on behalf of a trade union who
8 authorizes or calls a strike and every
9 person who participates in a strike contrary
10 to this Act is guilty of an offence and
11 liable, upon summary conviction, to a fine
12 not exceeding \$50.00 for each day or part
13 of a day that the strike exists.
14

15 UNION STEAMSHIPS LIMITED,

16 J.F. Ellis,

17 General Manager.

18 JFE:m

19 August 29, 1955
20
21 -----
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A P P E N D I XEXCERPTS FROM THE BRITISH COLUMBIA LABOUR
RELATIONS ACT

50. (1) Notwithstanding anything contained in this Act, no person shall declare or authorize a strike and no employee shall strike until after a vote has been taken by secret ballot of the employees in the unit affected as to whether to strike or not to strike, and the majority of such employees who vote have voted in favour of a strike.

(2) Except as otherwise agreed in writing between the employer or employers' organization authorized by the employer and the trade-union representing the unit affected, where the vote is in favour of a strike:-

(a) No person shall declare or authorize a strike and no employee shall strike except during the three months immediately following the date on which the vote was taken; and

(b) No employee shall strike until the employer has been given written notice by the trade-union that the employees are going to strike and forty-eight hours have elapsed from the time such notice was given.

51. (1) Notwithstanding anything contained in this Act, where more than one employer is



1 engaged in the same dispute with their employees,
2 no person shall declare or authorize a lockout and
3 no employer shall cause a lockout until after a
4 vote by secret ballot of all employers as to whether
5 to lock out or not to lock out has been taken, and
6 a majority of such employers who vote have voted
7 in favour of a lockout.

8 (2) Except as otherwise agreed in writing
9 between the employer or employers' organization
10 authorized by the employer and the trade-union
11 representing the unit affected, where the vote is
12 in favour of a lockout:-

13 (a) No person shall declare or authorize
14 a lockout and no employer shall lock
15 out his employees except during the
16 three months immediately following
17 the date on which the vote was taken;
18 and

19 (b) No employer shall lock out his em-
20 ployees until the trade-union has been
21 given written notice by the employer
22 that the employer is going to lock out
23 his employees and forty-eight hours
24 have elapsed from the time such notice
25 was given.

26
27 52. At the request of either party to a dis-
28 pute, the Minister shall appoint a person or
29 persons to conduct the taking and counting of the
30 vote to be taken under section 50 or 51 if the
request is made to the Minister by either party



1 at the time that the decision of that party is given
2 to the Minister under section 40.

3 53. Nothing in this Act shall be interpreted to
4 prohibit the suspension or discontinuance of
5 operations in an employer's establishment, in
6 whole or in part, for a cause not constituting a
7 lockout.

8
9
10 54. (1) Any strike is illegal where the trade-
11 union, party to the dispute, has not complied with
12 section 40 and sections 45 to 50, inclusive.

13 (2) Any lockout is illegal where the
14 employer or employers' organization, party to the
15 dispute, has not complied with sections 40, 45, 46,
16 47, 48, 49 and 51.

17 (3) In any case where there is or has been
18 a strike or lockout, the Minister may refer the
19 matter to a Judge of the Supreme Court for an
20 adjudication as to the legality or illegality of
21 the strike or lockout, and as to whether an
22 employer or employers' organization is or was
23 involved in the lockout, and as to whether a
24 trade-union is or was involved in the strike or the
25 employees belonging to or represented by a trade-
26 union are participating or have participated in
27 the strike.

28 (4) The Judge may fix a time for the
29 hearing upon such notice to the employer and to
30 the employees, or to any trade-union or person



1 representing the employees, as he may deem proper.

2 (5) The employer and the employees may be
3 represented at the hearing, and may procure the
4 attendance of witnesses before the Judge in the
5 manner provided by the rules of the Supreme Court.

6 (6) The Judge may hear such evidence as
7 he thinks proper, either by affidavit or orally,
8 and may dispose of the matter summarily.

9 (7) The Judge shall, upon making his
10 adjudication, certify the same to the Minister.
11

12
13 55. Where a Judge certifies to the Minister that
14 a strike is or was illegal, and that a trade-union
15 is or was involved in the strike, or that employees
16 belonging to or represented by the trade-union are
17 participating or have participated in the strike,
18 the Judge may declare that:-

19 (a) The existing collective agreement
20 made by the trade-union shall be null
21 and void; and

22 (b) The written assignment of wages made
23 to an employer in favour of such
24 trade-union under section 9 shall be
25 null and void; and

26 (c) The certification of the trade-union
27 shall be null and void; or may make any
28 one of the said declarations.
29
30

B.C. TOWBOAT OWNERS' ASSOCIATIONLIST OF MEMBERS

February 28, 1955

1			
2			
3	Aitken Tug & Barge Co. Ltd.		
4	James Aitken.	.....	PA 5051
5	Badwater Towing Co. Ltd.		
6	O. Hallin, A.W. Rafter	.....	TA 0431
7	Baird, Wm. & Sons.		
8	W. Baird	.....	CH 7911
9	Bendickson Towing Co. Ltd.		
10	B.L. Bendickson, L.B. Wike ...		PA 8926
11	Benson & Quinlan Towing		
12	W.T. Benson	.....	MA 1384
13	Blue Band Towing Co. Ltd.		
14	S.L. Joyce, P.W. Joyce	.....	MA 1384
15	Bridge Towing Co.		
16	John T. Lowry, H.M. Hartley...		KE 7066
17	Burt, G.H.		
18	G.H. Burt	.....	KE 1712
19	Canadian Tugboat Co. Ltd.		
20	H. Cliffe	.....	TA 7511
21	Cates, C.H. & Sons.		
22	J.H. Cates, C.W. Cates	.....	YO 1144
23	Cliff, M.R. Tugboat Co. Ltd.		
24	W.M. Cliff, M.R. Cliff,		
25	N.R. McLeod	.....	PA 1374
26	Coastal Towing Co. Ltd.		
27	O.H. New, E.J. Riordan	.....	MA 4481
28	Deeks Sand & Gravel Co. Ltd.		
29	G.B. McKeen, J.C. Mills	.....	TA 2521
30	Dola Towing Co. (1954) Ltd.		
	J.E. Wilson, H.W. Brown	.....	TA 5028
	Dolmage Towing Co. Ltd.		
	Cornelius Burke, W.T.G. Atwood.		PA 5411
	Elsie Towing Service		
	A. Sereth	.....
	Escott, A. Co. Ltd.		
	E. Escott, A. Escott	.....	YO 7161
	False Creek Towing Ltd.		
	S.H. Gray	.....



1	Fraser River Towing Co.		
2	Magnus Westby	.....	N.W.4184
3	Gibson Brothers Ltd.		
4	W.C. Gibson, J.J. Millar	.....	MA 8441
5	Gilley Brothers Ltd.		
6	R.W. Gilley, J.H. Gilley	.....	DE 7644
7	Great West Towing & Salvage Co. Ltd.		
8	Gordon Horie	.....	TA 6030
9	Griffiths Steamship Co. Ltd.		
10	S. Beek	.....	MA 0731
11	Gulf of Georgia Towing Co. Ltd.		
12	R.J. Bicknell, J.S. Byrn	.....	MA 4145
13	Harbour Services Ltd.		
14	C.R. Brewster, L.H. Yates	....	TA 4050
15	Hillside Sand & Gravel Co. Ltd.		
16	F.M. Campbell	.....	TA 2235
17	Hodder Bros. Ltd.		
18	Capt. Hodder	.....	KE 3652
19	Island Tug and Barge Limited		
20	H.B. Elworthy, O.M. Prentice..	Victoria	G9351
21	Kingcome Navigation Co. Ltd.		
22	F.L. Kurtz	.....	MA 8221
23	Lyttle Bros. Ltd.		
24	A.L. Lyttle, George M. Lyttle.		---
25	Marpole Towing Co. Ltd.		
26	J.H. Gilley	.....	MA 7331
27	McKenzie Barge & Derrick Co. Ltd.		
28	K.D. McKenzie	.....	HA 0739
29	Nanaimo Towing Limited		
30	G.S. Lott, Ian MacLeod	.....	Nanaimo
31	Pacific Coyle Navigation Co. Ltd.		
32	J.D. Coyle	.....	PA 2171
33	Peck, Don & Co. Ltd.		
34	D.W. Peck	.....	Cowichan Bay
35	Point Grey Towing Co. Ltd.		
36	L.E. Hurschman, P.L. Hurschman.		FR 6367
37	Quatsino Navigation Co. Ltd.		
38	E. DeLuca, J.R. Harrison	.....	TA 0151



1	Raake Marine Services Ltd.	Harrison
2	W.T.G. Atwood, C. Burke	Hot Springs
3	Red Barge Line Ltd.	
	W. Cunningham	---
4	Richmond Tug Boat Co. Ltd.	
5	A. Beckman, R.N. Hodder	DU 4455
6	River Towing Co. Ltd.	
	C.S. Cosulich	N.W. 4824
7	Stone Brothers	
8	E.D. Stone	PA 4549
9	Stradiotti Brothers Ltd.	
	A. Stradiotti, R. Stradiotti..	FR 9171
10	Straits Towing Ltd.	
11	Fred S. McKeen, L. Grimston...	MA 0121
12	Thorpe & Gillam	
	A.W. Thorpe, D. Romeo	MA 1384
13	Towers Towing Co. Ltd.	
14	C.V. Towers	DU 2141
15	Tug Louise Idaho & Owners	
	Wm. Towell, J.R. McIntosh	MA 1384
16	Vancouver Tug Boat Co. Ltd.	
17	J.A. Lindsay, J. Stewart,	
	J.R.A. Lindsay	MA 2244
18	Victoria Tug Co. Ltd.	
19	W.W. McGregor	Victoria
20	Westminster Tug Boats	
	Capt. T. Cooper	N.W. 2279
21	Yorke, F.M. & Sons, Ltd.	
22	G.T. Yorke, F.L. Yorke	TA 5995
23	Young & Gore Tugboats Ltd.	
24	A.B. Elworthy, J.H. Gardner...	TA 6474
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29		
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---EXHIBIT 62 - Brief of Straits Towing Ltd.

EXHIBIT 62

TO: THE ROYAL COMMISSION ON THE COASTING TRADE OF
CANADA.

STRAITS TOWING LIMITED RESPECTFULLY SUBMITS
THE ATTACHED BRIEF TO THE ROYAL COMMISSION
ON THE COASTING TRADE OF CANADA

- - - - -

REPRESENTATION: MR. FRED S. McKEEN

- - - - -

INTRODUCTION

Straits Towing Limited was formed in 1942
and since that time has rapidly expanded through
the acquisition of several companies and the
continual building and purchase of additional
floating equipment.

One of the companies whose assets were
acquired commenced business in 1894.

At the present time the Company and its
subsidiaries operates 41 tugs and 80 scows.
The operation of this fleet creates employment
for over 400 persons including those employed in
Shipyards on repair work.

The Company engages in all forms of
marine transportation on the Pacific Coast. This



1 trade not only consists of the movement between two
2 Canadian Ports but also the movement between a
3 Canadian Port and an American Port. For example,
4 numerous loaded scows have been towed from Vancouver,
5 B.C. to Skagway, Alaska for furtherance to Canadian
6 locations in the Yukon. To the South loaded scows
7 have been towed from Portland, Oregon to Kitimat,
8 B.C.

9 OBJECT:

10 The purpose of this brief is to direct the
11 attention of the Commission to the serious disad-
12 vantage at which Canadian Coasting vessels are
13 compelled to operate due to the interpretation
14 placed by United States Authorities on Section 27
15 of Chapter 250 of the Merchant Marine Act of
16 June 5, 1920 cited as Title 46, U.S. Code Section
17 883 and known as The Jones Act. This Section
18 provides as follows:

19 "No merchandise shall be transported by
20 "water, or by land and water, on penalty
21 "of forfeiture thereof between points in
22 "the United States, including districts,
23 "territories and possessions
24 "either directly or via a foreign port,
25 "or for any part of the transportation
26 ". . . . in any other vessel than a
27 "vessel built in and documented under
28 "the laws of the United States and owned
29 "by persons who are citizens of the
30 "United States"



1 The Statute is intended to protect coastwise
2 and domestic shipping from foreign competition. As
3 presently interpreted, it not only accomplishes
4 this object, but it is also being used as a weapon
5 to prevent Canadian vessels from carrying Canadian
6 cargoes from British Columbia Ports to the United
7 States. Moreover, the Section is not consistently
8 interpreted and it is quite evident that the Authori-
9 ties have, wherever possible, discriminated against
10 Canadian vessels trading coastwise.

11 The situation can best be illustrated by
12 reference to two cases which have arisen during the
13 past three years:

14 1. American goods transported from Wards
15 Cove, near Ketchikan, Alaska, to Prince Rupert,
16 for transshipment via Canadian National Railways
17 to New York, are required to be carried in American
18 vessels. The Attorney General's Department in
19 the United States has held that since these goods
20 are American, and are destined eventually to an
21 American Port, any part of the sea transportation
22 must be effected on American ships. If any part of
23 the transportation is by a foreign vessel, that
24 constitutes a violation of the Section quoted
25 above.

26 2. During the past three years, Straits
27 Towing Limited have contracted to carry large quan-
28 tities of ore concentrates which are shipped
29 regularly from Tulsequah Mines, B.C., to a smelter
30 at Tacoma, Washington. The mine is located some



1 distance from tidewater and it is thus necessary
2 to have the ore shipped down the Tulsequah River by
3 river barge to waiting carriers at Taku, Alaska.
4 The ore is then transshipped into larger Canadian
5 equipment, but since the final destination of the
6 ore is Tacoma, Washington, American Authorities
7 have ruled that such a shipment is in violation of
8 the Jones Act. In order to escape the penalties of
9 the Act, it is necessary to transship the ore at
10 Vancouver, B.C. or some other Canadian Port, from
11 one barge to another barge before it can be carried
12 to Tacoma. The additional cost of transshipment is
13 high. Substantial delays are experienced. The
14 result is that the Canadian carrier is placed in an
15 extremely disadvantageous competitive position with
16 American Coastal carriers.

17 The disadvantage at which Straits Towing
18 Limited is compelled to operate is clearly shown by
19 the second example. It must be emphasized, however,
20 that to our knowledge there is no regulation in
21 Canada which prevents American vessels from carry-
22 ing similar ore cargoes from Taku to Vancouver,
23 B.C., despite the fact that this ore is Canadian
24 ore with the transportation commencing at Tulsequah,
25 B.C., and ending at Vancouver, B.C.

26 Such a movement is similar to that referred
27 to in the first example quoted above. The American
28 authorities prohibit foreign vessels carrying
29 cargo under such conditions, yet the American
30 vessels are free to compete against Canadian



1 interests.

2 It is appreciated that special dispensation
3 is given to Canadian vessels operating out of Hyder,
4 Alaska, and that they are permitted to transport
5 merchandise between Hyder, Alaska, and points in
6 the United States (see Act of June 29, 1954, Chapter
7 413, 68 Stat. 321). It is submitted that the
8 American authorities ought to be approached so that
9 the same dispensation should be given to Canadian
10 vessels operating out of Taku, Alaska. In the event
11 that American authorities are not prepared to grant
12 such dispensation, it is submitted that the Canadian
13 Coasting Regulations should be strengthened so as
14 to prevent American vessels carrying cargoes which
15 originate at Tulsequah, B.C. or other Canadian loca-
16 tions to Vancouver, B.C., by way of Alaska ports.

17 Northern British Columbia is experiencing
18 a tremendous expansion and it is anticipated that
19 the cargo available for carriage to and from ports
20 in Northern British Columbia will increase very
21 substantially in the next few years. If the pre-
22 sent situation remains unchanged the loss sustained
23 by Canadian vessels operating in this trade will
24 undoubtedly be very substantial.

25
26 RECOMMENDATIONS:

27 1. That the Canadian Government make
28 representations to the United States Government
29 so that the same special dispensation may be
30 given to Canadian vessels carrying cargoes which



originate in Northern British Columbia as has already
been done at Hyder, Alaska.

2. That the Canadian Government strengthen Canadian Coastwise Regulations so as to prevent American and other foreign vessels from carrying cargoes originating in Northern British Columbia ports affecting delivery at another Canadian port.

ALL OF WHICH IS RESPECTFULLY SUBMITTED.

DATED at Vancouver, B.C., this 31st day of August, A.D. 1955.

Fred S. McKeen



1 ---EXHIBIT 63: Brief of Labor-Progressive Party,
2 B.C. Prov. Committee.

3 EXHIBIT 63

4 BRIEF TO THE ROYAL COMMISSION ON COASTING
5 TRADE

6 Submitted by the

7 LABOR-PROGRESSIVE PARTY
8 B.C. Provincial Committee.

9 August 31, 1955.

10
11
12 Mr. Chairman and Members:

13 It is our intention in this presentation to
14 make a detailed factual survey of the situation in
15 the maritime industries of Canada and particularly
16 those of the West Coast. We feel that sufficient
17 facts are before the Commission to bear out the
18 points we intend to make. This brief will be
19 rather a statement of policy in the form of recom-
20 mendations by the Labor-Progressive Party with res-
21 pect to the matters under consideration by the
22 Commissioners.

23 Failure of Federal Policy in Post War Years.

24
25 At the outset, we must point out that Feder-
26 al Government has failed completely in its announ-
27 ced post-war objective of maintaining the level
28 of the shipping and shipbuilding industry of
29 Canada. We here on the Pacific Coast have good
30 reason to remember the 1945 pronouncement of Ian



1 MacKenzie, the then Minister of Veterans Affairs,
2 speaking for the government, when he pledged to the
3 shipyard workers of B.C. to "maintain and expand"
4 Canada's merchant navy and to "provide for your
5 future employment".

6 That pledge was not carried out -- in the
7 ten post-war years, Canada's deep-sea fleet has for
8 all practical purposes ceased to exist, and employ-
9 ment in B.C. shipyards has shrunk to less than one-
10 fifth of the number working at the end of the war.

11 The methods the government adopted to achieve
12 its aims in the maritime industry were criticized
13 at the time by the organization I represent and by
14 the shipyards workers and seamen's union. The dis-
15 posal of Crown-owned ships to private interests at
16 the end of the war was termed a "fire sale" and it
17 was said that the conditions of sale did not
18 sufficiently protect the public interest. Other
19 charges were made that the government was preparing
20 to "scuttle" the merchant fleet.

21 The last ten years have proved these allega-
22 tions right -- the government has consistently
23 retreated even from the original unsatisfactory
24 policy. Private operators have been allowed to
25 divert the money from the sale of obsolescent war-
26 built ships that was supposed to be held in trust
27 for their replacement by modern fast vessels.
28 Practically no new Canadian-flag deep-sea ships
29 have been built with the profits the operators
30 made as a result of getting ships from the



1 government at bargain prices. One result has been
2 that this spring the number of orders for commercial
3 shipping in Canadian yards sank to a post-war low.

4 Another retreat by the federal government has
5 permitted the rest of the Canadian deep-sea fleet to
6 be transferred to out of Canadian register thus
7 liquidating the remaining units of our merchant navy.

8 The past few years have also dispelled another
9 illusion in certain sections of the shipbuilding
10 industry -- the illusion that naval orders would
11 take the place of the building of commercial ships
12 and keep full employment in the industry. The drop
13 in the number of jobs in the period when naval or-
14 ders were at their peak shows that this is not the
15 case.

16 This policy, whether considered in terms of
17 our merchant marine and shipbuilding, or in terms
18 of our extractive industries and the dearth of pro-
19 cessing plants, has brought our country to a sorry
20 pass. It is incompatible with the dignity and in-
21 dependence of Canada that its trade should be con-
22 ducted in foreign bottoms.

23 Although Canada's one hundred year struggle
24 to rise from the status of a British colony to that
25 of a sovereign independent state was fully achie-
26 ved by 1931 (formally recognized by the Statute
27 of Westminster) legislation covering coastal
28 shipping has failed to move with this proud develop-
29 ment, and still reflects the colonial status.
30 Canada is the only Commonwealth country, and the



1 only country amongst the great trading nations,
2 which permits ships other than those built, regis-
3 tered, and owned at home, to operate without very
4 stringent restrictions in her coasting trade.

5 The United States guards her sovereignty
6 zealously in this respect. But Canada, having
7 moved more and more out of the British orbit more
8 and more into the orbit of United States domination,
9 is permitting an ever increasing number of American-
10 built and American-owned vessels to operate in the
11 Canadian coastal trade. The Canadian Government
12 has succumbed to U.S. imposed trade restrictions,
13 which have had the effect of retarding our overseas
14 trade and industrial growth. This was revealed
15 most clearly in the refusal to permit the Soviet
16 Union to contract for the building of ships in
17 Canadian yards.

18 Further, the deplorable state of our merchant
19 marine makes a mockery of the so-called government
20 defence measures. The importance of a merchant
21 marine was amply demonstrated during the war years.
22 The scuttling of the merchant fleet is just one
23 more evidence of Canada's dependence upon, and
24 therefore, subservience to the United States.

25 Our maritime and shipbuilding policy is not
26 an isolated problem. It has to be considered
27 against the background of the one-sided develop-
28 ment of our national economy, in which the extrac-
29 tive industries play the decisive role. It has
30 to be evaluated in the light of chronic mass



1 unemployment in the winter months, which largely
2 arises from this one-sidedness, from the relatively
3 small number of processing and manufacturing plants
4 in this country.

5 Recommendations:

6 General: We believe that if the shipping
7 and shipbuilding industry is to be restored to a
8 healthy condition, then the government must adopt
9 policies that put the national interest first and
10 do not sacrifice the Canadian maritime industry to
11 foreign interests, short term penny-pinching or
12 private advantage.

13 We think that the government must recognize
14 that shipping and shipbuilding is a highly competi-
15 tive business and that all the major nations devote
16 a part of their national resources to ensuring that
17 they have an adequate merchant fleet. Canada as
18 one of the world's greatest trading nations must
19 do likewise and adopt a course of action that will
20 put Canadian shipbuilding back on its feet and
21 the Canadian flag back on the world's oceans.

22
23 Coasting Trade.

24 We urge that the coasting trade be
25 restricted to ships built, registered and
26 owned in Canada.

27 Canada is the only Commonwealth country
28 that allows low-wage British ships to compete
29 in the coasting trade.

30 The proposed restriction is of particular



1 importance on the B.C. coast where the Canadian
2 Pacific Railway (with its subsidiary until recently,
3 Union Steamships) has had a virtual monopoly of the
4 coastal passenger trade. This company, that gets
5 money from the Canadian taxpayer to subsidize some
6 of its coastal routes, has consistently refused to
7 build its coastal ships in B.C. yards.

8 Another serious blow to B.C. shipbuilding
9 has been the heavy import of vessels for the coastal
10 trade, mostly tugs and scows, from the United States.
11 The present laws also permit the Black Ball ferry
12 line, an American company whose local runs in Washing-
13 ton State were taken over by the State, to transfer
14 its business to B.C. Of its ferries presently
15 operating in B.C., three were imported from the
16 United States and a fourth was converted here from
17 imported components.

18 Any foreign ships operating temporarily in
19 the coasting trade should be required to meet
20 Canadian wage and manning standards.

21 If the demands of peak periods of traffic
22 make it desirable that non-Canadian vessels be
23 permitted to enter the coasting trade on a tempor-
24 ary basis, then they should not be allowed to
25 undercut Canadian shippings.

26 All non-Canadian built ships operating
27 temporarily in the coasting trade should pay a
28 fee based on a yearly rate or fraction thereof.
29
30



1 Deep-Sea Trade.

2 We urge a government program for the building
3 and operation of Canadian deep-sea ships. One
4 plan that might be considered would be the establish-
5 ment of a Crown corporation like the highly success-
6 ful wartime Park Steamships.

7 Subsidies now paid by the Canadian Maritime
8 Commission should be greatly increased and extended
9 to foreign trade routes vital to Canadian overseas
10 trade.

11 Any subsidy to private Canadian operators
12 to be conditional on construction and repair of
13 their vessels in Canadian shipyards.

14 Shipbuilding.

15 Subsidies to Canadian shipyards where neces-
16 sary to keep them operating at a reasonable level.

17 The implementation of our recommendations
18 in respect to the coasting and deep-sea trades
19 would, we feel sure, give a real impetus to Canadian
20 shipyards. But we feel that government interven-
21 tion may be required to make sure that yards in
22 different parts of the country all share in the
23 available work. We have in mind the fate of the
24 Prince Rupert yard that has been allowed to wither
25 away for lack of orders.

26 We endorse the recommendation of West Coast
27 shipyard unions that a "West Coast differential"
28 be paid, if needed, to bring a fair share of the
29 jobs to British Columbia workers.
30



Trade.

The expansion of Canadian overseas trade by
a policy of trading freely with all nations willing
to take our goods.

There can be no stable and prosperous maritime industry in Canada without an ever-growing foreign trade. While it is not the Commission's function to set trade policy, we suggest that the Commissioners invite the government to consider the harmful effect on Canadian shipping and shipbuilding of cold war trade restrictions.

Such a re-examination is specially needed in the case of Trans-Pacific trade. The future prosperity of the port of Vancouver and B.C. ports will depend on the opening of trade with Asia. The present embargo on trade with China, if continued, could seriously affect the Pacific ports.

Opening of trade with China could do much to offset any possible adverse effects on Pacific Coast ports from the competition of the cheap water route to the heart of the continent provided by the building of the St. Lawrence seaway.

All of which is respectfully submitted.



1 ---EXHIBIT 64: Brief of Alberta Federation of
2 Agriculture.

3 EXHIBIT 64

4 THE ROYAL COMMISSION ON COASTING TRADE

5 SUBMISSION BY THE

6 ALBERTA FEDERATION OF AGRICULTURE

7 August 31, 1955.

8
9 The Alberta Federation of Agriculture is com-
10 posed of fifty-four agricultural producer organiza-
11 tions in this province. While there is no indivi-
12 dual membership, it is estimated that member bodies
13 in the Federation represent 60,000 individual farmers.

14 The need was recognized some twenty years
15 ago, by the various farm organizations of this pro-
16 vince, for some form of overall farm organization
17 for the purpose of consolidating the views of agri-
18 cultural people and accepting their responsibility
19 as the largest occupational group of citizens.

20 Too, it was thought that a contact should be pro-
21 vided whereby agriculture could be contacted immed-
22 iately by those who were interested in knowing
23 the position of agriculture, and whereby they
24 could obtain the opinion of agriculture almost
25 momentarily on any of the major issues in our
26 province.

27
28 The Alberta Federation of Agriculture is
29 the provincial unit of the Canadian Federation
30 of Agriculture which is composed of similar pro-



1 vincial federated units in the nine older provinces
2 of Canada.

3 In filing this submission with you we do so
4 recognizing the tremendous responsibility which you
5 have as a Commission in seeing that, in the develop-
6 ment of the St. Lawrence Seaway, the overall interest
7 of Canadian people will be recognized fully, and
8 at all times will be the primary consideration of
9 your Commission, and will receive precedence over
10 that of any individual company or small or regional
11 number of interested people.

12 In viewing the functions of navigation after
13 the opening of the Seaway is completed, we recognize
14 the great benefits that should come from this de-
15 velopment. At the same time, we know that the use
16 of this lane to the sea, so far as lake navigation
17 is concerned, will in all likelihood be a seasonal
18 operation for perpetuity. In recognizing this
19 great handicap of the Seaway being unable to yield
20 its benefits to Western Canada on a year round
21 basis, it makes it all the more imperative that
22 no restrictions should be placed, in respect to
23 its operation, which would hamper the greatest
24 possible use being made of its facilities during
25 the season of navigation.

26 It is of first importance to all Canadians
27 that the Seaway will offer full opportunity
28 for the United Kingdom in particular, our most
29 important offshore purchaser of farm commodities,
30 many of which our Prairie Provinces produce the



1 surpluses. It is almost, if not, equally important
2 for other offshore countries to enjoy this open
3 house approach to purchase the surplus agricultural
4 commodities of Western Canada and to enjoy and share
5 equal opportunity, as our customers, to earn all
6 the possible Canadian dollars that the Seaway de-
7 velopment will afford.

8 Farmers of Alberta look forward expectantly
9 for this development to reflect very favorably in
10 placing our show window and purchasing counter closer
11 and at greater convenience to those who purchase
12 our farm commodities, and which in recent years is
13 becoming more troublesome as improved methods and
14 techniques in production, accompanied by favorable
15 climatic conditions, have led to troublesome sur-
16 pluses so far as the farm people of all Canada are
17 concerned.

18 This new wealth, originating from the fertile
19 soils of Western Canada, immediately starts per-
20 colating in the merchandising channels throughout
21 Canada and to a lesser extent in international
22 trade. The result is a marked influence, and per-
23 haps the cornerstone of the general economy of
24 Canada.

25 The Western provinces, but much more parti-
26 cularly Alberta, have been at the apex of trans-
27 portation facilities and charges since settlement
28 of this area commenced. This position has been
29 greatly aggravated and much more costly because
30 of the lack of water transportation and its



1 competitive effect. Consequently we strongly submit
2 that, with respect to all importing nations, Canada
3 must refrain from measures that would have the
4 effect of restricting or prohibiting our agricultur-
5 al producers -- and the consumers of Western Canada
6 -- from obtaining all the possible benefits from
7 the dollars earned by our offshore customers, recog-
8 nizing the assistance these earned dollars would mean
9 and add to the purchasing of our exports.

10 We can produce much more food in various
11 forms of agricultural products if we can secure a
12 reasonable price. We have proven, for instance,
13 that we can produce much more of some of these pro-
14 ducts than what we have been able to find a market
15 for, in which case our transportation facilities
16 have been a major repelling factor. The price of
17 our surplus products must be one that is competi-
18 tive with that of other offshore surplus producing
19 nations, as well as one that will afford Western
20 Canada and farmers as nearly as possible comparable
21 living standards with other Canadian citizens.

22 A major factor in these costs today is the
23 high price of those things that go into the pro-
24 duction of agricultural products, and as it is
25 estimated that the farm people of this province
26 account for sixty-five per cent of the merchan-
27 dise purchased in Alberta, and as a great portion
28 of this merchandise in its many forms comes
29 from Central and Eastern Canada, the interest
30 of farmers in this province in the potential



1 reduction in transportation costs added to merchan-
2 dise and equipment becomes so evidently important.

3 Economical transportation then, we submit,
4 is of the greatest importance not only to farmers
5 but to Canada's citizens generally, because of the
6 well known fact that agriculture is on the top rungs
7 of our total export trade.

8 Relative to this fact we respectfully submit
9 that labor and industry, including transportation
10 companies, must of necessity share the burden of
11 competition in order that we Canadians can compete
12 in offshore trade most effectively, and if any
13 faction cannot withstand such competition; for ex-
14 ample, as provided by British and foreign ships'
15 labor or industry, and if in the best interest of
16 Canada their functions must be retained, then we in-
17 sist that they be retained at the expense of the
18 national treasury through some form of subsidization
19 or otherwise -- which would be contributed to by
20 all taxpayers -- rather than by restrictions on
21 transportation prohibiting the fullest use and
22 benefits derived from the St. Lawrence Seaway accru-
23 ing to agricultural people and all citizens.

24 We hasten to say that we fully recognize
25 the importance to all the people of Canada of a
26 thriving industry operating at capacity employment.
27 We trust that it will be fully recognized also
28 by others that full scale employment and the
29 wheels of industry cannot continue to function
30 effectively and be retained in Canada with a



1 depressed agriculture in evidence, of which the
2 economic position of agriculture today once again
3 indicates great danger. Neither can industry nor
4 our Canadian economy continue to be thrifty and
5 prosperous with a low economy in agriculture.

6 We submit that no segment of the Canadian
7 economy should be required to pay artificially
8 higher costs in order to keep Canadian companies
9 in a competitive position, nor should foreign com-
10 petitive transportation companies be prohibited from
11 supplying the lowest possible rates in transporting
12 the to and fro Canadian trade. The hauling of
13 their offshore cargo may well be an important con-
14 sideration to them in making foreign purchases. Also,
15 the hauling of these commodities may not at all
16 times be first a competitive consideration in trans-
17 portation. May we again point out that if certain
18 Canadian transportation companies cannot stand up
19 to competition, then there is only one alternative --
20 assuming their importance merits the necessary
21 consideration -- that is, through use of some form
22 of assistance and not through retaining artificial-
23 ly high costs nor through barring the right to
24 other transportation companies to enter our lakes.
25 This could, and would, certainly affect all trans-
26 portation system rates in Canada, as well as all
27 industrial activity.

28 It is important to agriculture and Canada
29 that we move in the direction of freer trade.
30 This is so important a consideration, as Canada



1 percentagewise is the largest exporter of agricul-
2 ture products. Freer trade cannot be established
3 to its fullest extent by establishing restraints
4 or hurdles in transportation which handicap us in
5 participating, with every advantage possible, in
6 the markets of Europe and other foreign countries.

7 Transportation, since Confederation and even
8 before, has provided the greatest hurdle to over-
9 come in respect to unification and consolidation of
10 Canadian citizens and national trade. It has been
11 a problem socially, industrially and economically.
12 This was eloquently recognized as far back as 1897,
13 notwithstanding the fact that too many have over-
14 looked it during the intervening years. We are
15 apt to forget and become unmindful of the efforts
16 that Canada made as a nation at that time, in en-
17 deavouring to facilitate transportation and to
18 assimilate the people of Eastern and Western Canada,
19 through the sacrifices that were made in finally
20 building the first continental railway. Favorable
21 concessions were made at that time, to industry
22 in the East and to agriculture in the West, but
23 later those concessions have been greatly reduced,
24 and surely it can be recognized now that the reduc-
25 tion in these considerations has not been in the
26 best interest of Canadian business.

27 The Seaway cannot be marred by restrictions
28 at this late hour, when development and expansion
29 is at its greatest moment. Just in recent years
30 have we in Western Canada been able to benefit



1 from added modes of transportation, and to realize
2 in a small way the benefits of the competitive fea-
3 tures thereof. Up until recently we enjoyed rail
4 facilities only, but in recent years transportation
5 has been complemented in addition to rail by air,
6 highway, and now we are proudly looking forward to
7 potential benefits that water transport has to
8 offer us. It has always proven much less costly.
9 We -- particularly those of us in Western agricul-
10 ture -- would be greatly perturbed if by any chance
11 we were to be deprived of this benefit of national
12 effort and this natural heritage.

13 We therefore press strongly that no added
14 restrictions be established, and suggest seriously
15 that the Commission review standing legislation and
16 regulations with a view to possibly removing those
17 which are prohibiting free access to the outlet
18 of Western agricultural commodities.

19 This opening of the Seaway under the terms
20 of freest possible use is perhaps equally or more
21 important to us in our domestic and national trade
22 than in export. This often referred to -- missing
23 link -- of one thousand miles of "no man's land"
24 between Winnipeg and Ottawa has continued to be
25 a stubborn barrier to the Eastern and Central
26 industrialists and to Western farmers, two great
27 associates in Canadian life. The Seaway with
28 least resistance will offer the greatest advance
29 to this national exchange of manufactured goods and
30 agricultural commodities, a long time recognized



prerequisite to satisfactory progress in Canada.

This Seaway connection unites the East and West -- it does more - it places the Prairie Provinces on a sea boundary, this boundary unites these provinces with the sea.

The rapidly increasing number of vessels from overseas reported entering the Great Lakes reflects the growing interest of European ship companies in participating in Great Lakes and sea lane traffic. In order to accelerate confidence among trading nations -- and particularly among Western nations -- and to be worthy of the loyalty existing among Commonwealth countries, tolerance in allowing access to our ports must be exercised in the greatest possible measure.

It may be brought to the attention of the Commission that farming is being protected by subsidies and price supports. From a report issued by the Federal Department of Agriculture, covering the term of years from the commencement of this policy to March 31, 1954, the total cost of this price support with respect to the various products amounted to \$79,496,000 of which \$69,145,000 was spent on the livestock industry during the national emergency as a result of the foot and mouth disease calamity which broke out in Saskatchewan and which covered a period in 1951 and '52. This leaves \$10,351,000 as the legitimate cost of the price support program or, in other words, the amount which covers the cost of the program for



1 which it was intended, and this was the cost to
2 the national treasury and in the interest of the
3 general economy.

4 An economic factor that seems important is
5 that ships confined to lake going voyages only will
6 not be able to serve the needs of lake shipping
7 economically, due to the seasonal operation and
8 the long term period when navigation is impossible
9 during the winter months -- hence the necessity of
10 ships being docked for this long period. It may be
11 practical for some companies to arrange for a number
12 of ships to be docked during the winter period, but
13 to regulate by restricting the whole of lake shipping
14 to this seasonal method of operation seems grossly
15 impractical and uneconomical.

16 On the question of protecting the Canadian
17 shipbuilders and repairers we have not - to use just
18 one example -- gone to this extent of barring the
19 car and machinery manufacturers of other countries
20 from access to, or participating in, the trade of
21 the Prairies or even Canada as a whole. There may
22 possibly be some justification for different regu-
23 lations as between ships of Commonwealth countries
24 and those of foreign nations. This we will not
25 attempt to argue other than to say that we support
26 the very minimum use of such restrictions.

27 We have not excluded airplanes of other
28 countries from Canadian airports -- rather, they
29 come in by agreement and under regulations, and on
30 a basis calculated to be in the best interest of



1 our Canadian people.

2 It may be thought by some that Canada's coastal
3 shipping trade should be protected for military rea-
4 sons to form a nucleus of trained personnel. If
5 this need be done -- which we think is questionable
6 -- it can be done by funds contributed for this
7 specific purpose as a complementary assistance
8 to the Canadian coastal trade for military reasons,
9 rather than by restricting the shipping capacity and
10 facilities of commerce.

11 We believe that restrictions will be regarded
12 as a barrier to trade, which Canada cannot afford
13 at a time when we are so anxious for and so depen-
14 dent on trade expansion. Time and time again we
15 are reminded of our reduced sales to Britain and of
16 her desire to trade with Canada but that her ability
17 to do so depends on, and is measured by, trade being
18 exercised both to and fro. We have been continual-
19 ly confronted with the argument that Britain must
20 have the opportunity to earn Canadian dollars in
21 order for us to enjoy her patronage, of which agri-
22 culture is most greatly in need. Naturally Western
23 farmers, and all farmers of Canada, are concerned
24 and perturbed at any effort to curtail or dry
25 up the ability of our consumer countries to earn
26 Canadian dollars. It would seem to us that one
27 of the best ways for these customer countries to
28 earn Canadian dollars would be in expediting the
29 movement of our exports.

30 The farmers of Alberta and, we believe,



1 all citizens of the Prairies have long been inter-
2 ested in and have looked forward to cheaper, more
3 capacity, and efficient transportation. We have
4 long been concerned in establishing policies which
5 would ultimately facilitate economical transporta-
6 tion, enabling us to extend our participation in the
7 commerce of the world, just as Britain is the great-
8 est importer of food and as such has made her coastal
9 shipping open to all flags. Canada, percentagewise,
10 is the greatest exporter of food and depends pro-
11 ratively and equally as much on transportation in
12 achieving her objective as does the United Kingdom.

13 Barring or restricting the entry of offshore
14 vessels from our Great Lakes will increase trans-
15 portation costs. To facilitate shipping and trad-
16 ing at a lower cost has been a basic reason in
17 justifying the great cost expended in opening the
18 Seaway. If this is true, surely it is contradic-
19 tory to allow any fixtures which will immediately
20 work contrary to the original and basic purpose
21 of the Seaway and the general interest of Canada.

22 The opinion of the Alberta Federation of
23 Agriculture is that the closing of the Canadian
24 Coasting Trade to any foreign ships (let alone
25 British owned ships), under peacetime conditions,
26 would be considered a major economic mistake and
27 a very unpopular step both within and outside
28 Canada.

29 Respectfully submitted,
30 ALBERTA FEDERATION OF AGRICULTURE
"Roy C. Marler"
President



1 ---EXHIBIT NO. 66: Brief of Saskatchewan Farmers'
2 Union, dated September 7, 1955.

3 EXHIBIT NO. 66

4 S U B M I S S I O N

5 of the

6 SASKATCHEWAN FARMERS UNION

7 to the

8 ROYAL COMMISSION ON COASTING TRADE

9 -----

10
11 Since Sasktatchewan entered confederation fifty
12 years ago and became a province of Canada, the
13 income of its population has been derived chiefly
14 from agriculture and, more particularly from the
15 export of grain to other provinces and to world
16 markets.

17
18 The character of the soil, the normally
19 sparse rainfall during the growing season, and
20 other climatic conditions, as well as the great
21 distance from centres of large population have all
22 contributed to directing the energies of the majority
23 of Saskatchewan farmers to the production of wheat,
24 although coarse grains, forage crops, livestock
25 production and dairying have become increasingly
26 important, in some areas of the province.

27 In normal years, Saskatchewan produces
28 more wheat than the other two prairie provinces
29 combined. This year, the estimated 13,100,000
30 acres seeded to wheat in Saskatchewan accounts
for 63 per cent of the total prairie wheat



1 acreage. Saskatchewan wheat production for the
2 1953-1954 crop year totalled 375,000,000 of the
3 586,605,000 bushels of wheat produced in the three
4 prairie provinces. In addition the province
5 produced 11,000,000 bushels of oats; 82,000,000
6 bushels of barley; 14,400,000 bushels of rye, and
7 3,500,000 bushels of flaxseed in that year.

8 Total producers' marketings in Western Canada
9 for the 1953-1954 crop year, as shown in Table H-2,
10 page 52, of the 1954 report of the Board of Grain
11 Commissioners for Canada, are as follows:

12	Prov.	Wheat 000 Bus.	Oats 000 Bus.	Barley 000 Bus.
13				
14	Man.	36,111.82	17,653.59	30,344.90
15	Sask.	253,143.81	43,176.23	35,718.90
16	Alta.	107,704.97	29,537.04	35,333.26
17	Totals	396,960.60	90,366.88	101,397.06
18	Prov.	Rye 000 Bus.	Flaxseed 000 Bus.	Total All Grains 000 Bus.
19	Man.	1,828.29	3,069.18	89,007.80
20	Sask.	6,878.36	2,537.97	341,455.29
21	Alta.	3,502.65	1,795.41	177,873.35
22	Totals	12,209.31	7,402.57	608,336.45

23 Difference between production and marketing
24 is accounted for by grain held in storage in
25 elevators or on farms.

26 The great percentage of Saskatchewan grain,
27 particularly wheat, must be sold on world markets,
28 and the long distances make transportation costs
29 a big factor in the returns realized. In no other
30 part of Canada is the population so dependent
upon efficient, low-cost transportation for the



1 export of bulk commodities and the import of con-
2 sumer requirements as in Saskatchewan.

3 Due to geographic location, the Saskatchewan
4 grain movement is chiefly eastward to the Lakehead
5 ports, and therefore Saskatchewan farmers are
6 especially affected by lake shipping rates. In
7 addition, most of the producer and consumer goods
8 required by Saskatchewan, such as farm machinery,
9 trucks and automobiles, stoves, refrigerators, and
10 countless other items, must be imported from other
11 parts of Canada. Again this movement is chiefly
12 from the east, with transportation costs an
13 important factor in the price people must pay for
14 the goods they require.

15 Dependent as they are on both export and
16 import markets, any change in transportation rates
17 has a direct bearing on the income and living
18 standards of Saskatchewan farmers.

19 The Saskatchewan Farmers Union, representing
20 the organized farm movement in the province, feels
21 strongly that transportation costs must be kept as
22 low as possible. It is particularly interested in
23 the coastal shipping rates on the Great Lakes-St.
24 Lawrence water system.

25 The importance of these rates to Saskatchewan
26 can be seen in figures for lake shipments of
27 Canadian grain and screenings from Fort William -
28 Port Arthur. According to the publication "Grain
29 Trade of Canada 1953-54", issued by the Federal
30 Department of Trade and Commerce, Lake shipments



1 of wheat in the 1953-1954 crop year totalled
2 134,698,514 bushels, or more than one third of total
3 prairie marketings for that period. Lake shipments
4 of oats amounted to 86,972,188 bushels; barley,
5 84,257,907; rye, 15,740,212, and flaxseed,
6 5,498,361 bushels. In addition, Lake carriers
7 hauled 75,061 tons of screenings and 21,671,515
8 pounds of sample grain. (See Table 1 attached to
9 this brief showing lake shipments of grain by
10 nationality of vessels for the crop years 1950-1951
11 to 1953-1954.)

12 Saskatchewan farmers therefore are directly
13 concerned and deeply interested in the development
14 of the St. Lawrence Seaway as a means of increasing
15 the efficiency of the grain movement from the west
16 to the eastern seaboard, and reducing Great Lakes
17 shipping costs.

18 Economists and other authorities interested
19 in the seaway project have stated that deepening of
20 the channel and improvements in the locks and canals
21 will so improve navigation as to make shipping much
22 speedier and less costly than hitherto.

23 The United States Department of Commerce
24 has estimated that the freight savings that will
25 result from an uninterrupted movement of grain in
26 large bulk carriers from the Head of the Lakes to
27 the lower St. Lawrence ports may amount to from
28 five to seven cents a bushel.

29 In 1952 the Hon. Lionel Chevrier, president
30 of the St. Lawrence Seaway Authority, and at that



1 time Federal Transport Minister, speaking in Winnipeg
2 and Saskatoon, estimated that the present 16-cent-
3 per bushel cost of shipping grain the 1200 miles
4 from Port Arthur and Fort William to Montreal,
5 could be reduced by approximately six cents per
6 bushel (including trans-shipment charges of one
7 cent) when the seaway is completed.

8 As this Commission is aware, Prairie growers
9 pay rail transportation costs on grain moving
10 east as far as the Lakehead. From the Lakehead
11 east, transportation costs are paid by the buyer.
12 But there is no doubt that transportation costs
13 affect the willingness of the importer to purchase
14 wheat at the Lakehead, and the final return to the
15 farmer. Any reduction in Lake shipping costs,
16 therefore, will undoubtedly assist in the marketing
17 of our grain, and, in the case of wheat particularly,
18 will place it in a much better competitive position
19 on world markets. This has become a matter of
20 paramount importance to Canada's export trade in a
21 period in which surplus world grain holdings have
22 greatly sharpened competition for markets.

23 But Saskatchewan farmers are not concerned
24 solely with possible reductions in shipping costs
25 on outward grain movement. They realize that
26 estimates of savings have been calculated on the
27 basis of coastal shipping as it is carried on at
28 present, where most of the carriers travel up-
29 stream in ballast, and rates consequently are
30 based on a one-way cargo.



1 With the completion of the seaway it should be
2 possible for lake vessels as well as ocean-going
3 freighters to carry cargo west to the Head of the
4 Lakes, and return eastward loaded with grain.
5 For example, Saskatchewan farmers hope that when
6 the seaway is completed, coastal shipment of Ungava
7 ore to Lake ports will result in direct savings on
8 prices of farm machinery and many other items pur-
9 chased by them and imported by this route.

10 The Saskatchewan Farmers Union takes the
11 stand that the economic benefits made possible by
12 the seaway in lower rates and faster shipment
13 must be passed on to the Canadian people as a whole
14 and must not be diverted to enrich a few privileged
15 groups.

16 They are alarmed by indications that already
17 pressure is developing on the part of Lake shipping
18 interests and the Canadian shipbuilding industry, as
19 well as others, to create a monopoly over seaway
20 shipping and to remove competition.

21 In the past, Great Lake ship owners have
22 been secured against effective competition by a
23 clause in the Canadian Shipping Act that limits
24 port-to-port shipping on inland waters to vessels
25 of Canadian and United Kingdom registry. Up to
26 this time, there have been no restrictions on
27 foreign vessels carrying direct export shipments
28 but the limitations of the present St. Lawrence
29 waterway have kept competition from ocean-going
30 ships at a minimum. But once the channel is



1 deepened and the locks and canals improved there
2 will be no physical barrier to prevent ocean-going
3 freighters bring overseas cargoes to the Lakehead
4 and taking on grain cargoes for their return
5 voyage. According to press reports, at least eight
6 European shipping lines are preparing to participate
7 in seaway traffic insofar as foreign-bound shipments
8 are concerned.

9 We understand that the owners of Lake shipping
10 firms are seeking a monopoly on all seaway traffic
11 and the exclusion even of United Kingdom vessels
12 from port-to-port shipping. It appears that the
13 Canadian shipbuilding interests would go further and
14 ask that none but Canadian-built ships be permitted
15 to use the seaway. The basis of their argument is
16 that Canadian shipping cannot compete because of
17 the lower wages paid to seamen by the shipping
18 lines of other countries. If these interests are
19 successful in limiting the use of the St. Lawrence
20 Seaway to Canadian vessels, it is apparent that the
21 transportation savings made possible by development
22 of this great inland waterway will never be
23 realized.

24 It has been claimed that Canada cannot build
25 and man merchant ships in competition with other
26 countries, and that this country needs a merchant
27 fleet as part of its defence program. We would
28 suggest that the question of a merchant fleet in
29 the interests of defence is a matter that should
30 be left to our Department of National Defence.



1 It may be that their solution would be the acquisition
2 of a government-owned merchant marine or the payment
3 of direct subsidies to the Canadian shipping
4 industry. In either case, the cost would be borne
5 by all the tax-payers, which, our organization
6 believes, would be preferable to creating a monopoly
7 that would tend to cripple the natural growth and
8 expansion of the Canadian economy.

9 The Saskatchewan Farmers Union believes that
10 protection of the Lake shipping industry cannot be
11 justified if such protection means increased costs
12 for the users of water transportation, and the
13 limitation of expansion both in agricultural and
14 industrial production, as well as restriction of
15 our foreign trade.

16 Our organization, therefore, urges this
17 Commission, in its study of the coasting trade, to
18 rule in favor of free access to the St. Lawrence
19 Seaway by the ships of all nations, and the
20 establishment of competitive coastal shipping
21 rates in the interests not only of a prosperous
22 agriculture, but of an expanding national economy.

23 While the Saskatchewan Farmers Union
24 realizes that rail transport costs do not come
25 within the scope of the Commission's terms of
26 reference, we suggest that the close relationship
27 between competitive water and rail rates cannot
28 be ignored in any examination of the coasting
29 trade.

30 If substantial reductions in Lake Shipping



1 rates can be made because of the seaway development,
2 the railways will probably lose some business, at
3 least until the expected expansion of industry
4 takes care of the slack. Western farmers, on the
5 basis of past experience, fear that in this event
6 the railways will endeavor to secure freight rate
7 increases in areas not affected by water com-
8 petition. Always in the past when railways have
9 been forced to lower their rates to meet water
10 competition the burden has been passed on to the
11 agricultural West in the form of increased rates
12 in that area.

13 The Saskatchewan Farmers Union recognizes
14 that the railways form an integral and important
15 part of the whole Canadian transportation system,
16 and that they require sufficient revenues to
17 function efficiently. But our organization is
18 unalterably opposed to Western farmers being
19 obliged to subsidize the national railway network.
20 We believe that the whole transportation system,
21 including railways, trucking, airways and coastal
22 shipping, must be considered as a national invest-
23 ment and a national asset for the benefit of all
24 Canadians, wherever they may happen to live within
25 the country.

26 The Saskatchewan Farmers Union favors the
27 establishment of an over-riding transport
28 authority. If Canada is to fulfil its destiny as
29 a great trading nation, affording all sections of
30 its population an opportunity to contribute to



1 its growth and share in its prosperity, then the
2 outworn policy of penalizing one section of the
3 country, or one segment of the national economy for
4 the benefit of another, must be abandoned.

5 Summarizing briefly, the Saskatchewan Farmers
6 Union recommends:

7 1. Provision of two-way, efficient
8 coastal shipping through the St. Lawrence Seaway
9 at minimum cost.

10 2. Free access to the Seaway by the
11 merchant shipping of all nations and encouragement
12 of through traffic from abroad west to the Head of
13 the Lakes. (It is recognized that perhaps few of
14 the present ocean-going freighters will find it
15 economically feasible to enter the Lakes or to
16 compete with the larger, faster Lake boats. But
17 there is a distinct possibility that some European
18 shipping lines will plan and build new types of
19 freighters suited both for ocean and inland water-
20 way traffic, and we believe that such a development
21 should not be discouraged by restrictive regulations
22 imposed by Canada.)

23 3. Subsidization by the federal treasury
24 of Canadian merchant shipping, if such is deemed
25 necessary in the interests of the country as a
26 whole, and of the railways, in preference to
27 imposing uneconomically high rates on Canadian
28 users of rail and water transport.

29 4. Establishment of an over-riding
30 Canadian transport authority to co-ordinate the



1 work of existing transport bodies for the purpose
2 of integrating all forms of transport with the
3 objective of providing the best service possible
4 at the lowest cost.

5 All of which is respectfully submitted

6 SASKATCHEWAN FARMERS UNION

7 President C.P. Hansen

8 Vice-President W.J. Ferguson.

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Table 1 Attached to Saskatchewan Farmers Union Submission to

Royal Commission on Coasting Trade

Source: "Grain Trade of Canada, 1953-1954" Table 43, Page 44.

Nationality of Vessels	Wheat (Except Durum)	Durum Wheat	Oats	Barley	Rye	Flaxseed	Buckwheat	Sample Grain Pounds	Screenings Tons
Crop Year 1950-51:									
1,119 Cargoes in Canadian Vessels	126,387,937	11,739,125	40,251,112	33,774,860	5,860,019	3,630,491	-	33,151,023	52,985
46 Cargoes in U.S.A. Vessels	3,485,317	511,684	4,813,690	701,695	3,011,789	-	-	-	-
2 Cargoes in Foreign Vessels	118,589	-	-	-	-	-	-	-	-
1,167 Cargoes	129,991,843	12,250,809	45,064,802	34,476,555	8,871,808	3,630,491	-	33,151,023	52,985
Crop Year 1951-52:									
1,527 Cargoes in Canadian Vessels	213,914,853	9,145,544	49,501,033	70,084,018	4,456,507	4,071,347	-	3,030,940	82,353
231 Cargoes in U.S.A. Vessels	28,891,497	955,012	33,372,994	3,069,729	2,520,824	-	-	-	5,627
4 Cargoes in Foreign Vessels	209,371	-	-	120,927	-	-	-	-	-
1,762 Cargoes	243,015,721	10,100,556	82,874,027	73,274,674	6,977,331	4,071,347	-	3,030,940	87,980

Cont'd.....

Table 1 Attached to Saskatchewan Farmers Union Submission to Page 2.

Royal Commission on Coasting Trade

Source: "Grain Trade of Canada, 1953-1954" Table 43, Page 44.

Nationality of Vessels	Wheat		Durum		Oats		Barley		Rye		Flaxseed		Buckwheat		Sample Grain		Screenings	
	(Except Durum)	Wheat	(Except Durum)	Wheat	Oats	Barley	Rye	Flaxseed	Buckwheat	Sample Grain	Pounds	Tons	Screenings	Tons	Screenings	Tons	Screenings	Tons
Crop Year 1952-53:																		
1,659 Cargoes in Canadian Vessels	227,266,905	4,753,561	44,763,676	104,175,251	4,948,810	5,990,728	-	34,292,950	128,104									
158 Cargoes in U.S.A. Vessels	17,549,340	1,075,067	36,117,216	4,023,532	5,585,926	-	-	-	-	-	-	-	-	-	-	-	-	-
33 Cargoes in Foreign Vessels	1,164,228	-	251,134	897,505	143,327	53,277	-	-	-	-	-	-	-	-	-	-	-	-
1,850 Cargoes	245,980,473	5,828,628	81,132,026	109,096,288	10,678,063	6,044,005	-	34,292,950	128,104									
Crop Year 1953-54:																		
1,248 Cargoes in Canadian Vessels	125,776,703	7,185,059	57,966,472	78,452,012	5,176,696	5,498,361	230,841	16,743,667	66,147									
122 Cargoes in U.S.A. Vessels	1,338,627	-	29,005,716	5,164,212	10,563,516	-	-	4,927,848	8,914									
18 Cargoes in Foreign Vessels	398,125	-	-	641,683	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1,388 Cargoes	127,513,455	7,185,059	86,972,188	84,257,907	15,740,212	5,498,361	230,841	21,671,515	75,061									



1 ---EXHIBIT NO. 67: Brief of Saskatchewan Wheat Pool.

2
3 EXHIBIT NO. 67

4 SUBMISSION

5 OF THE

6 SASKATCHEWAN WHEAT POOL

7 TO THE

8 ROYAL COMMISSION ON THE COASTING TRADE
9 OF CANADA

10 REGINA, SEPTEMBER 7, 1955.

11 Mr. Chairman and Commissioners:

12 The Saskatchewan Wheat Pool is a producers'
13 co-operative organization with a membership of
14 more than 100,000 Saskatchewan farmers. Its
15 business activities include the operation of more
16 than 1,100 country elevators, three terminal
17 elevators at Fort William/Port Arthur, a province-
18 wide livestock assembling and shipping service, a
19 flour mill and a vegetable oil plant in Saskatoon,
20 and a printing and publishing plant.

21 Organization and Interest

22 Its operations are directed by a Board of
23 sixteen directors. All directors are farmers and
24 all must stand for election annually. In addition
25 to the efficient operation of the business
26 activities of the organization, the Wheat Pool
27 Board of Directors is held responsible for the
28 promotion of sound farm policies proposed by
29 members.

30 One of its major objectives is to attain



1 the highest degree of efficiency and the lowest
2 possible cost in the movement of grain and livestock
3 from the farm to the ultimate market. This
4 objective reflects the western farmer's awareness
5 of the competitive handicap he faces in the marketing
6 of farm products grown in an inland area, far from
7 ocean transportation.

8 Because of its interest in low cost trans-
9 portation services, the Wheat Pool has a natural
10 concern with all factors which may affect the
11 coasting trade, particularly in the Great Lakes and
12 St. Lawrence area, through which the major portion
13 of Saskatchewan farm products move to market.

14 As a grain handling organization the Pool
15 is of the opinion that problems affecting the
16 transportation industry, including coastal shipping
17 must be approached from the viewpoint of the
18 national interest. Because of Canada's dependence
19 on export markets, the national interest must be
20 the primary consideration--and the welfare of
21 individual segments of the economy can be considered
22 only after the national interest has been served.

23 Importance of Wheat and Other Grains
24 in the Coastal Shipping Trade

25 The importance of grain, largely produced
26 in Saskatchewan and Manitoba, in the coasting
27 trade on the Great Lakes and St. Lawrence, is
28 shown clearly in the following table.
29
30

Cargoes Loaded in Coastwise Service by Commodities

Year ending December 31, 1953

At Great Lakes and St. Lawrence Ports above Montreal

	<u>Tonnage</u>	<u>Percent of Total Movement</u>
Wheat	8,014,766 tons	50.0%
Other grains & grain Products	<u>4,870,711</u> tons	
Total grain & grain Products	<u>12,885,477</u> tons	80.5%
Grand Total	16,004,877 tons	100.0%

Shipping Report, 1953, Section III Dominion
Bureau of Statistics

The above table shows that wheat alone accounted for 50 percent of the tonnage carried in this area in 1953. If all grains and grain products are considered, this single commodity group accounts for 80 percent of the total.

Importance of Wheat in the National Economy

It has always been recognized that wheat is the lifeblood of the west, but its significance nationally is sometimes overlooked. The following table shows that during much of the past 25-year period wheat has ranked first in dollar value of all Canada's export commodities.

Leading Domestic Exports - Dollar Value
(millinns of dollars)

<u>Year</u>	<u>1926</u>	<u>1930</u>	<u>1939</u>	<u>1946</u>	<u>1950</u>	<u>1951</u>	<u>1952</u>
Wheat	\$363	186	109	250	326	441	621
Newsprint	\$114	133	116	266	486	536	592



The above table makes it clear that any marked reduction in export volume of Canadian wheat would have a serious effect on national income and welfare. Canada's reputation in world wheat markets has been built because a rigidly-graded, high-quality product has always been supplied. While this gives us a competitive advantage, this advantage is offset to some extent by the proximity to ocean transportation enjoyed by some of our main competitors in the wheat export market.

Vulnerability because of Dependence on Export Market

Canada is in a vulnerable position in the wheat industry because most of our production must be sold in the export market. Unlike some of our major competitors, only a relatively small proportion of Canadian wheat can be consumed at home.

Marketings and Exports of Wheat 1944-45 to 1953-54
(millions of bushels)

<u>Year</u>	<u>Marketings</u> (prairie provinces)	<u>Exports</u> (wheat & flour)
1953-54	399	255
1952-53	536	385
1951-52	455	356
1950-51	368	241
1949-50	319	225
1948-49	294	232
1947-48	247	195
1946-47	335	243
1945-46	237	340
1944-45	<u>353</u>	<u>343</u>
10 Year Average	354.3	281.5

Sanford Evans, Grain Trade of Canada

The above table shows that the average quantity exported annually during the past 10 years has equalled 79.5 percent of farmers' wheat deliveries. This is possibly a higher average



1 than would be shown if a longer period were used.
2 Nevertheless, it illustrates our dependence on the
3 export market for wheat.

4 We have elaborated the importance of wheat
5 before the Commission, because it influences trade
6 and prosperity, not only in the west, but also in
7 other parts of Canada. It also is the major
8 commodity shipped in coasting trade through/a large
9 part of the area with which your Commission is
10 concerned.

11 We believe the statistics we have presented
12 show clearly that the western farmer's interest in
13 this case is vitally important and must be protected.

14 St. Lawrence Seaway

15 It has been suggested that development of
16 the St. Lawrence Seaway will result in increased
17 competition from British and foreign vessels to the
18 detriment of Canadian coastal ship operators and
19 ship builders. It is doubtful if sufficient
20 evidence is available to substantiate this theory.
21 There are reasons why it is unlikely that ocean-
22 going vessels will be able to compete successfully
23 with Canadian coastal operators, particularly in
24 the Great Lakes and St. Lawrence areas. Certainly
25 it would be unwise to assume at the present time,
26 that Canadian ship interests will suffer. If,
27 after the Seaway has been completed and used for
28 a considerable time, there is evidence of diffi-
29 culty, it may be necessary to give the matter
30 further study.



1 Even if such an eventuality should arise, it
2 is very doubtful if restriction of British and
3 foreign competition would be the proper solution.
4 Restriction of competition would result in higher
5 water freight charges with an adverse effect on a
6 large part of the Canadian economy. A problem of
7 this kind must be dealt with from the viewpoint of
8 the national interest, and it would be unfair to
9 inflict increased transportation costs on the vast
10 majority of Canadian producers and consumers in
11 order to protect a relatively smaller industry.

12 Through the years since the St. Lawrence
13 Seaway was first proposed, the west has anticipated
14 certain savings as a result of its construction.
15 In particular, a considerable saving has been
16 anticipated in the lake movement of grain as a
17 result of elimination of trans-shipment in canallers
18 between the Prescott area and Montreal.

19 The same principle holds true for the movement
20 of incoming consumer goods.

21 In a preceding section we have emphasized
22 the difficulties faced by Canadian wheat producers
23 in maintaining export volume because of the
24 advantage of lower transportation costs enjoyed
25 by their competitors. The same problem exists in
26 the marketing of many other primary farm
27 commodities.

28 If the publicly-financed St. Lawrence
29 Seaway results, as it is hoped, in lower transporta-
30 tion costs, the movement of grain and other farm



1 commodities to world markets may be stimulated.
2 Similarly, the trade in incoming consumer goods can
3 be expected to increase.

4 We believe that the resulting increased
5 movement of goods, along with the natural stimulus
6 of economic activity anticipated as a result of the
7 seaway development, will provide an opportunity
8 for Canadian ship interests far outweighing any
9 competitive disadvantage they may suffer.

10 For these reasons we believe it would be a
11 mistake to amend Canadian coastal shipping laws
12 by introducing any further restrictions against
13 British and foreign vessels. We submit that the
14 provisions of Part 13 (Coasting Trade of Canada)
15 of the Canada Shipping Act should remain unchanged.

16 Canadian Shipyards

17 It is understood that Canadian lake ship-
18 building interests are disturbed about the threat
19 of new competition from British or other shipyards
20 which will be in a position to build for Upper
21 Lake traffic once the seaway is completed. At the
22 same time, the lake yards will be in a position to
23 seek orders from other coastal shipping interests
24 and even enter the field of building for ocean
25 traffic. Again, as in the case of the shipping
26 lines themselves, it is difficult to predict what
27 the competitive position will be. In the light
28 of the uncertainties ahead, we would suggest it
29 unwise to alter existing legislation, at least
30 until much more evidence is available that a



1 serious problem exists.

2 British and Foreign Trade

3 As an organization of producers, the Saskat-
4 chewan Wheat Pool has always maintained that every
5 approach must be investigated of increasing our
6 trade with the United Kingdom and other foreign
7 countries. For many years, and particularly since
8 the war, the United Kingdom and other European
9 countries have been forced to depend on their
10 ocean fleets to provide much of the dollar currency
11 they require to pay for imports from Canada. We
12 submit that the national interest of Canada might
13 be well served at the present time by considering
14 every possible means of encouraging the maintenance
15 and further development of the United Kingdom and
16 foreign shipping industries.

17 The United Kingdom is by far the largest
18 buyer of Canadian wheat, and is our best market
19 for many other products. This bi-lateral trade is
20 limited to some extent by the dollar currency
21 position of the United Kingdom. Any action to
22 increase trade between the two countries would be
23 reflected in greater economic activity in Canada.

24 National Defence

25 A basic shipping and shipbuilding industry
26 is of vital importance for national defence. We
27 understand that this argument has been used before
28 your Commission as a reason for providing
29 additional protection for the lake shipping
30 industry. In reply, we would first reiterate a



1 statement made previously; that until such time as
2 it becomes evident that the Canadian lake ship
3 industry is in financial jeopardy, no action is
4 necessary.

5 If some action is deemed necessary in future,
6 due to defence requirements, we believe it should
7 follow the established pattern of all defence
8 undertakings and be dealt with by the government of
9 Canada. National defence is a federal government
10 responsibility, the costs of which should be borne
11 through taxation, by all the people of Canada.

12 Summary and Conclusions

13 1. As a producers' organization, the Saskatchewan
14 Wheat Pool has a major interest in the level of
15 transportation costs in Canada. Much of the primary
16 farm production exported from the west is carried
17 in the coasting trade in the Great Lakes and St.
18 Lawrence region.

19 2. Grain and grain products constituted more
20 than 80% of the cargo loaded in coastwise service
21 on the Great Lakes and St. Lawrence, above
22 Montreal, during 1953.

23 3. Wheat is one of Canada's most important
24 export commodities in dollar value, but because of
25 our dependence on the export market, we are
26 constantly in a vulnerable position. It is in
27 the interest of the nation as a whole to keep
28 transportation costs as low as possible, and
29 permit Canadian wheat and other products to
30 compete favourably with the export farm products



1 of other nations.

2 4. Canadian farmers anticipate savings in trans-
3 portation costs on their export products and
4 incoming consumer goods as a result of the St.
5 Lawrence Seaway Development.

6 5. The Saskatchewan Wheat Pool believes that
7 the ultimate effect of the St. Lawrence Seaway
8 Development on the Canadian lake shipping and
9 shipbuilding industries cannot be determined
10 until the development is completed and in use.
11 Protective measures for these industries should
12 not be considered until it is evident that such
13 measures are required.

14 6. The Saskatchewan Wheat Pool opposes any
15 change in Canada's coastal laws which might have
16 the effect of further restricting the participation
17 of British and foreign vessels in the coasting
18 trade.

19 7. British and foreign shipping interests
20 should be encouraged to operate in the Canadian
21 trade as a means of stimulating additional dollar
22 purchases from Canada by these countries.

23 8. If, for defence reasons, it should ever
24 become necessary to sustain the Canadian lake
25 shipping fleet, the burden of cost should be
26 borne through taxation, as a defence expenditure
27 of the Canadian government.

28

29

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EXHIBIT NO. 68

---EXHIBIT NO. 68: Brief of Winnipeg Chamber of Commerce.

EXHIBIT 68

SUBMISSION OF
THE WINNIPEG CHAMBER OF COMMERCE
TO THE
ROYAL COMMISSION ON COASTING TRADE

1. The Winnipeg Chamber of Commerce is an association of business and professional men, grouped together for the common purpose of promoting the commercial, financial, professional, educational and social conditions of Greater Winnipeg in particular, and Manitoba and Canada in general. With a membership of nearly 1,500 this Chamber represents a broad section of the Winnipeg community. The problem of transportation has been one of major concern to Chamber members through the years, as the first recorded resolution of this Chamber in 1879 dealt with this subject.

2. With this interest in the field of transportation, we welcome the opportunity to present our views on Coasting Trade, which in our opinion is of the greatest importance to the future development of Canada.

3. In approaching this subject, this Chamber has worked from three basic policies:

(a) The Chamber prefers dynamic control by competition to the relatively static



1 control by regulation;

2 (b) Control by regulation should be kept
3 to a minimum and should be exercised only
4 when there is a clear need to protect some
5 accurately defined public interest; and

6 (c) Some individual adjustments are inevi-
7 tably associated with competition and with
8 economic growth and development, but these
9 should not stand in the way of progress and
10 should not be the basis for introducing
11 restrictive legislation.

12 4. Examination of the policies set out
13 above leads to the conclusion that maximum freedom
14 of competition and minimum restriction are desirable.
15 These should, in turn, result in the lowest possible
16 transportation rates, which are essential if maximum
17 benefit is to be derived from the St. Lawrence-Great
18 Lakes System.

19 5. Winnipeg has long been the major dis-
20 tribution point of the Prairie provinces and is
21 an important centre of agricultural and other pri-
22 mary industries. Its development in various fields
23 of manufacture is progressing rapidly. For these
24 reasons, anything affecting the pattern of trans-
25 portation rates is of the utmost importance, not
26 only to the business life of Greater Winnipeg and
27 Manitoba but also to the businesses and consumers
28 within its distribution area.

29 6. HOWEVER, WHILE THIS CHAMBER DESIRES
30 THE SPUR OF COMPETITION TO ENSURE THE PROVISION



1 OF LOWER RATHER THAN HIGHER RATES, RECOGNITION MUST
2 BE GIVEN TO THE FACTS THAT:

- 3 (a) LOW RATES WITHOUT CONTINUITY OF ADE-
4 QUATE SERVICE WOULD BE DETRIMENTAL TO
5 THE CANADIAN ECONOMY; AND
6 (b) A VIGOROUS LAKE FLEET IS OUR BEST
7 ASSURANCE OF CONTINUOUS SERVICE.

8 It is obvious that the lake carriers will be
9 faced with competition on the St. Lawrence-Great
10 Lakes System, once the Seaway has been completed.
11 At the present time this prospective competition is
12 restricted to vessels built and registered in the
13 United Kingdom, insofar as the coasting trade of
14 Canada is concerned; and ships of all flags with
15 respect to the international trade taking place
16 between Canada and other countries.

17 We understand that at the present time, ships
18 of any nation are free to load cargo at any Canadian
19 port for any foreign destination. This is inter-
20 national trade and we believe that it is right that
21 there should be no thought given to any action
22 which might impinge on this essential freedom of
23 international trade.

24 International trade is beyond the scope of
25 the specific terms of reference of your Commission,
26 but it has a bearing on the effects of the Sea-
27 way, and should properly enter into your considera-
28 tions. While completion of the Seaway will remove
29 the physical obstacles, there will remain, at
30 least for the foreseeable future, several



1 formidable economic barriers to the development of
2 international trade to and from the lakehead.

3 Mr. W. J. Fisher, General Manager, Canadian
4 Shipowners' Association, when speaking before the
5 Canadian Manufacturers' Association in Montreal in
6 June of this year, said:

7 "Unless there are some radical changes
8 "in the design of ocean-going bulk freighters,
9 "it seems evident that such vessels will be
10 "limited by the 27-ft. draught of the sea-
11 "way, to a carrying capacity of about 8,500
12 "tons of cargo. In view of this, I cannot
13 "escape the conclusion that the present large
14 "lake-type carrier with a carrying capacity
15 "of something like 20,000 tons or more on a
16 "draught of 25 ft. is in an unassailable
17 "competitive position despite the higher
18 "costs of Canadian-flag operation. In my
19 "opinion they should be more than able to
20 "hold their own in the bulk-carrying field
21 "of grain, ore, coal, pulp and pulpwood,
22 "which according to the best estimates I
23 "can find will represent over 80% of the
24 "total potential traffic on the new seaway."

25 Western Canada provides only a limited market
26 for inbound international cargoes. Of 85 foreign
27 ships making some 300 voyages into the Great
28 Lakes this year, we know of none planning to call
29 at the Canadian lakehead. This, coupled with the
30 evidence of Mr. Fisher, and the realization that



1 the only outbound movement of any volume of traffic
2 moves in bulk freighters, would indicate that most
3 ocean carriers will prefer to leave the lake traffic
4 to the lake fleet, and concentrate on the ocean haul
5 from the lower St. Lawrence ports to foreign countries.

6 In support of this argument, we would point
7 out that Prof. J. L. McDougall of Queen's University
8 has already testified before this Commission (page
9 363 of the transcript) that the ton mile rate for
10 carrying grain from the lakehead to Georgian Bay
11 ports is .178 cents, as compared with .211 cents
12 per ton mile from the St. Lawrence to United Kingdom
13 ports.

14 Present lake rates include loading and unload-
15 ing charges, which now can be averaged over only a
16 relatively short haul. With the completion of the
17 Seaway, the longer haul will allow the averaging
18 of the loading and unloading charges over a greater
19 distance, which will make possible an even lower
20 ton mile rate, or an enhanced profit for the Canad-
21 ian lake operator.

22 It has been stated that the costs of con-
23 structing and operating a Canadian lake freighter
24 are very much higher than those of a United King-
25 dom ocean freighter. While this in itself may be
26 true, it is an improper comparison unless the res-
27 pective carrying capacities are also related in
28 such a way as to bring out the only properly com-
29 parable figure, that is cost per ton mile.

30 In the package freight field, there would



1 appear to be definite advantages in favour of the
2 Canadian operators. The vessels presently used in
3 this trade are especially designed with side doors
4 to facilitate speedy loading and unloading by means
5 of fork-lift trucks and pallet loads. In contrast,
6 the ocean-going type of vessel must still use the
7 slow and cumbersome method of loading by slings and
8 cranes, a factor which places them in a poor com-
9 petitive position. Competition in the package
10 freight field is not limited to competition among
11 shipping firms and ship types, but also embraces
12 competition with the railroads and trucks on the
13 basis of service and speed of delivery.

14 We believe that healthy competition among
15 ship operators is most likely to provide the incen-
16 tives needed to promote efficient service, economy
17 in operation and the lowest possible costs.

18 To enter into larger problems, it is obvious
19 that with approximately one-third of every dollar
20 of Canadian income arising from export trade,
21 attention must be given to the possible effects
22 upon that export trade. With the publicity releas-
23 ed recently on the present state of the U.K. dollar
24 balances, we can only conclude that a restriction
25 of the opportunities for the United Kingdom to
26 earn Canadian dollars would result in a correspon-
27 ding lessening of Britain's purchases in Canada.

28 We find ourselves in disagreement with
29 any proposal that one area of the Canadian coast-
30 ing trade be treated differently from any other



1 area or areas. We contend that Canadian and Common-
2 wealth ships engaged in coasting trade should have
3 equal opportunity for competing in all areas of
4 Canada.

5 As we have previously pointed out, export
6 trade is of the greatest importance to Canada.
7 It is obvious that any measure which results in
8 transportation costs being any higher than absolutely
9 necessary could have a serious effect on Canada's
10 exports. In entering foreign markets, Canadian
11 producers are up against vigorous competition, and
12 because of our geographic position the cost of trans-
13 porting our products to the world market is one of
14 the important factors in the competitive picture to-
15 day. Any measure which results in higher transporta-
16 tion costs could well have the effect of destroying
17 a large segment of the export trade. At the same
18 time, a reduction in transportation costs might very
19 well assist in the recapture of markets lost be-
20 cause of inability to compete pricewise, and also in
21 the ability to penetrate new markets.

22 Try as we may we have not been able to find
23 any basic reason for this Seaway project, other
24 than to lower the costs of transportation between
25 the upper lakes and the lower river ports. The
26 expense of this project is apparently to be borne
27 by the whole economy, and we believe that care
28 must be taken to ensure that the benefits accrue to
29 the whole economy rather than to any minority group
30 having special interests. Development of the



1 Seaway can and should bring benefits to the whole
2 of Canada, and we believe these benefits can best
3 be secured through lower transportation costs.

4 7. THE WINNIPEG CHAMBER OF COMMERCE BE-
5 LIEVES THAT MAXIMUM RATES ESTABLISHED BY GOVERNMENTAL
6 REGULATORY BODIES IN ANY FIELD OF TRANSPORT SHOULD
7 BE BASED ONLY ON THE COSTS AND REQUIREMENTS OF THAT
8 PARTICULAR FORM OF TRANSPORT AND WE THEREFORE STRONGLY
9 RECOMMEND THAT ANY SCHEDULE OF MAXIMUM WATER RATES
10 SHOULD NOT BE FORCED TO BEAR ANY FIXED RELATIONSHIP
11 TO THE COSTS AND REQUIREMENTS OF RAILWAYS OR HIGH-
12 WAY TRANSPORT OPERATORS.

13 Over the years, this Chamber has watched with
14 grave concern the efforts to eliminate the competi-
15 tion provided by the low rates of package freighters
16 on the Great Lakes - St. Lawrence System. From
17 their original position as independent operators
18 whose low rates forced reductions in all-rail rates,
19 there has been a gradual transition to their pre-
20 sent status in which, so far as rates are concerned,
21 package freighters have become mere appendages of
22 the railway system.

23 DEVELOPMENT OF THE BASING ARBITRARY

24 It should be recalled that the C.P.R. first
25 started operations in Western Canada and then
26 later extended its activities into Eastern Canada,
27 where it came face to face with competition
28 from Lake steamers carrying package freight from
29 St. Lawrence and Lower Lake ports to the Lakehead.
30 To meet this competition, several devices were



1 attempted and these finally resulted in the so-called
2 "Basing Arbitrary". By this device, all-rail ship-
3 ments to Western Canada from the triangle based
4 roughly on Sudbury, Quebec and Windsor were charged
5 the same flat rate to the Lakehead and then a mile-
6 age scale from there to their destination.

7 To determine this flat rate or "Basing Arbitrary", mileages from certain key points in the
8 territory were averaged and the rate was then set
9 at half of that average. In other words, in order
10 to meet the competition of the water carriers where
11 it existed the railways had to practically cut their
12 normal rates in half.

14 This "Basing Arbitrary" did not drop all-rail
15 rates to the level of water rates. The railways
16 realized that because of speedier service, the avoi-
17 dance of transshipment of goods and the consequent
18 lessening of the risk of loss and damage, they
19 could charge a slightly higher rate than water
20 carriers and still meet the competition. The
21 amount by which all-rail rates exceeded water rates
22 was called the "differential".

23 Here it should be pointed out that the
24 level of the "Basing Arbitrary" indicated the ex-
25 tent to which the railways decided to meet the
26 competition of the water carriers. The differ-
27 ential indicated the extent to which the railways
28 decided NOT to meet that competition.

29 ENCROACHMENT ON THE FREEDOM OF WATER CARRIERS

30 Having been forced to reduce rates to meet



1 water competition, the railways were not long in
2 developing plans to circumscribe and limit the extent
3 of this competition. This is a not uncommon prac-
4 tice in transportation and there have been many
5 cases where competition has been met, not by cutting
6 rates but by persuading competitors to increase
7 theirs.

8 As early as 1896 The Winnipeg Board of Trade,
9 as this Chamber was then known, was opposing the
10 cosy arrangement by which the C.P.R. representatives
11 sat down with representatives of some of the lake
12 carriers to discuss rates. Those who agreed to the
13 "conference" rates were granted through Bills of
14 Lading and special rates and others were "out in
15 the cold" so far as the Railway was concerned.

16 This is the kind of practice which in any
17 industry other than transportation, would today
18 bring investigation and condemnation by the Combines
19 Investigator. As a matter of fact, in the field
20 of ocean shipping, the Board of Transport Commis-
21 sioners has fairly recently ruled that adherence
22 to "conference" rates cannot be made a necessary
23 condition for the granting of through Bills of
24 Lading and the railways have been ordered to ex-
25 tend that privilege to the rate-cutting Irish
26 Steamships, Limited.

27 In 1917, legislation was introduced in
28 the House of Commons which would have had the
29 effect of placing the control of lake shipping
30 under the then Board of Railway Commissioners.



1 At that time, The Winnipeg Board of Trade protested
2 by telegram in the following terms:

3 "Proposed legislation place all water carriers
4 "plying between Canadian ports under juris-
5 "diction of the Railway Commission in the
6 "matter of rates is measure so detrimental
7 "to interests of this country that Winnipeg
8 "Board of Trade desires to protest most em-
9 "phatically against it. To us it looks as
10 "though Parliament would say to shippers:
11 "'There shall be no competition in rates for
12 "'evermore'. Please have this bill killed at
13 "the earliest possible moment."

14 Many other protests were received and the
15 proposal was dropped.

16 However, in 1938 the centralizers had their
17 way and, in the Transport Act passed that year, con-
18 trol of water rates for package freight in the St.
19 Lawrence - Great Lakes System was given to the
20 Board of Transport Commissioners.

21 RECENT INCREASES IN RATES

22 The old pattern remained unchanged until
23 the post-war round of rate increases started in
24 1948. During that series of increases, rail rates
25 were practically doubled. The railways were
26 forced in the public interest, and at great trouble
27 and expense, to prove the need for every cent of
28 increase allowed to them. As rail rates rose, the
29 Board of Transport Commissioners maintained the
30 customary differentials, thus pulling up water



1 rates by identical amounts. Realizing that the
2 water carriers started from a lower base but received
3 identical increases, it will be seen that they actual-
4 ly obtained a greater percentage increase than was
5 granted to the railways in spite of the fact that
6 no water carrier was called on to produce evidence
7 that any increase was needed or justified. Some of
8 this increase, at least, we believe to have been
9 gratuitous.

10 In March of this year, the so-called "equali-
11 zation" judgment came into effect. One of its
12 provisions was to wipe out the old "Basing Arbitrary"
13 which was replaced with a system of a Basing Mileage
14 from approximately the same territory to the Lake-
15 head. To this is added the mileage beyond Fort
16 William or Armstrong to the destination and the
17 rate is then computed on the total mileage.

18 However, there is this difference: in place
19 of the rate for half the average mileage, the full
20 mileage from Toronto is now used. Water rates
21 again rose right along with rail rates. This is
22 one good example of competition being met by
23 raising the competitor's rates.

24 In effect the Board of Transport Commis-
25 sioners has nailed the floor to the ceiling and
26 then pushed the ceiling through the roof, with
27 the floor going right along with it.

28 We can see only one reason for this pro-
29 cession of events - - - an effort to protect the
30 revenue position of the railways by making certain



1 that water rates rose right along with rail rates - -
2 rather than permitting free competition and deter-
3 mining water rates on the basis of the needs and
4 requirements of the water carriers.

5 This has produced several anomalies in the
6 rate structure, a few of which are listed below:

7 (a) The Equalization Judgment was expressly
8 designed to adjust rail rates within Canada
9 without providing any increase or decrease
10 in rail revenues. One of its effects has
11 been to lower the rail rate between Fort
12 William and Winnipeg. However, a shipment
13 moving by water from Montreal to Fort William
14 and thence by rail to Winnipeg now takes a
15 higher rate in spite of the decrease in rate
16 over the distance which the shipment actually
17 moves by rail. It should be borne in mind
18 that the railways, by the terms of the judg-
19 ment, presumably have been compensated else-
20 where in their scale for the loss on the
21 Fort William to Winnipeg section, so that
22 this increase is, in effect, a double burden
23 on the shipping public.

24 (b) The new rate scale provides for a
25 tapering of rates so that a slightly lower
26 ton-mile rate is charged on longer hauls.
27 This, coupled with the application of the
28 differential, means that if identical ship-
29 ments are loaded in Montreal, one for
30 Winnipeg, and one, say, for Edmonton, and



1 they travel at the same time, in the same
2 ship and under the same conditions, the water
3 factor in the through rate will be less for
4 the Edmonton shipment than for the one to
5 Winnipeg.

6 (c) Calgary is closer to Fort William than
7 is Edmonton but on identical shipments moving
8 from Eastern Canada, by water to the Lakehead
9 and thence by rail, the Calgary rate will be
10 higher than the Edmonton rate, because Edmon-
11 ton is closer on an "all-rail" basis, using
12 the basing mileage to Armstrong and the actual
13 mileage beyond, even though the shipment
14 travels by a completely different route to
15 that on which the Edmonton rate is based.

16 Because it appears to us that the Board of
17 Transport Commissioners has shown in these instances
18 that it is much more interested in protecting the
19 revenue position of the railways than in protecting
20 the interests of the users and payers of package
21 freight on the Great Lakes - St. Lawrence System,
22 we strongly urge your Commission give serious con-
23 sideration to recommending that control of rates
24 on package freight in all coasting trade be
25 vested in the Maritime Commission, if such regu-
26 lation is necessary.

27 With the impending new transportation devel-
28 opments which should follow the completion of the
29 Seaway, we suggest that the arguments used by
30 the Hon. C.D. Howe in establishing the Air Transport



1 Board to take over control of all air transport from
2 the Board of Transport Commissioners are today equally
3 applicable to the field of water transportation.

4 Speaking in the House of Commons on April 20, 1944
5 (Hansard, page 2191), Mr. Howe said:

6 "It is believed that air transport
7 "should develop free from railroad traditions,
8 "shipping traditions or the traditions of any
9 "other form of surface transport. It is a
10 "different form of transportation; it requires
11 "a different type of salesmanship and a dif-
12 "ferent method of operation, and we believe
13 "it is good business at this time to make it
14 "an independent form of transportation."

15 And on July 17, 1944 (Hansard, page 4946), Mr. Howe
16 said:

17 "In turning over the administration
18 "of the airways to the Board of Transport
19 "Commissioners, our difficulty has been that
20 "this Board was too tightly bound by legis-
21 "lation. All the legislation that had been
22 "passed in connection with the railways was
23 "brought to bear on the air transport system,
24 "and the course of the Board was often deter-
25 "mined by legal reasons that were not prac-
26 "tical reasons, and not reasons that judg-
27 "ment brought to bear on the question would
28 "indicate to be desirable."

29 We are aware of the recommendation of the
30 Turgeon Royal Commission on Transportation that



1 control of all forms of transportation should be
2 placed in the hands of the Board of Transport Com-
3 missioners which now has jurisdiction over railways,
4 certain types of inland shipping, pipe lines and
5 telegraph and telephone companies.

6 There is a real fear that the present Board
7 of Transport Commissioners, with a preponderance of
8 railway-trained employees and its historic interest
9 in railway problems may not be completely free of
10 railway traditions in studying problems of other
11 forms of transportation.

12 While we share the desire for the evolution of
13 sound national transportation policies, we recognize
14 the specialized knowledge and outstanding contribu-
15 tions of the separate Air Transport Board and the
16 separate Maritime Commission. We believe that each
17 should have exclusive jurisdiction in its field and
18 we respectfully suggest that the problems of coastal
19 shipping whether in salt or fresh water are inextri-
20 cably associated with the problems of ocean shipping
21 and much more readily understood by those particu-
22 larly concerned with such matters.

23 We cannot - as the Federal Government has
24 not - accept the recommendation of the Turgeon
25 Commission. We believe that, for the immediate
26 future at least, national transportation policies
27 can best be developed by collaboration of the
28 three bodies previously mentioned, rather than
29 by their unification in one Board.

30 We are convinced, too, that if control is



1 necessary, the best interests of the water carriers
2 and of the users and payers of their services, the
3 general public, can best be served by putting them
4 under the control of a Commission that, by training
5 and tradition, is equipped to control their operations
6 and rates and that can devote its energies to meeting
7 the challenge and the opportunities which the Seaway
8 should bring.

9 If your Commission cannot see its way to
10 recommending this transfer of authority over package
11 freighters to the Maritime Commission, then we res-
12 pectfully suggest that it should at least recommend
13 that any schedule of maximum rates set for the
14 Coasting Trade should be based on the costs and re-
15 quirements of that particular mode of transport and
16 should not be forced to bear any fixed relationship
17 to the costs and requirements of other modes of
18 domestic transport.

19 To fail to go at least that far would, in
20 our opinion, be to deny to Canadians what we believe
21 to be the prime purpose of the Seaway - - lower
22 transportation costs.

23 8. This Chamber believes that if Canada
24 is to secure maximum benefit from the St. Lawrence-
25 Great Lakes System, greatly improved public dock
26 facilities are required at the Lakehead.

27 SUMMARY

28 The Winnipeg Chamber of Commerce believes
29 that the St. Lawrence-Great Lakes System can
30 achieve the best possible return on the investment



1 by the Canadian people only if the forces of competi-
2 tion are to be allowed to exert their influence
3 on the lake shipping rate structure, and therefore
4 we recommend that no further restrictions be placed
5 in the way of participation in the Coasting Trade of
6 Canada.

7 This summary has been approved by the Council
8 of the City of Winnipeg.

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11
12 The Winnipeg Chamber of Commerce,
13 September 8, 1955.
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1 ---EXHIBIT NO. 69: Letter of September 2, 1955,
2 from Hudson Bay Route Associa-
3 tion, with enclosure.

4 EXHIBIT NO. 69

5 HUDSON BAY ROUTE ASSOCIATION

6 Sherridon, Manitoba
7 September 2nd, 1955

8 Mr. Justice W.F. Spence,
9 Chairman of the Royal Commission on Coasting Trade
10 Fort Gerry Hotel
11 Winnipeg, Man.

12 Dear Sir:

13 Please accept my sincere thanks for the
14 privilege of addressing your Honourable Commission
15 in Winnipeg on August 24th on behalf of the Hudson
16 Bay Route Association "Submission" filed with the
17 Commission.

18 Distance and expense will unfortunately
19 preclude my presence again in Winnipeg on
20 September 8th.

21 We will be pleased to submit by Statutory
22 Declaration further explanation which might be
23 required upon notification, if no other rep-
24 resentative from our Association can attend the
25 adjourned sitting.

26 Again thanking you for the courtesy
27 extended.

28 Yours truly,

29 R.H. MacNeill
30 Executive Director
Hudson Bay Route Association.

- - - - -

1 HUDSON BAY ROUTE ASSOCIATION
2

3 TO THE ROYAL COMMISSION ON COASTING TRADE
4 re HUDSON BAY ROUTE ASSOCIATION "SUBMISSION"
5 presented at WINNIPEG, AUGUST 24th, 1955.

6 The Hudson Bay Route Associationn "Submission"
7 was prepared with the conception that it might
8 inspire in some meagre degree the start of a new
9 Canadian Coastal Shipping Policy.
10

11 We are engaged in the promotion of the
12 Hudson Bay Shipping Route Via Port Churchill, which
13 is setting a new record this year for export of
14 Western Canadian Wheat.

15 It is estimated that the 1955 shipping season
16 in Hudson Bay and tributary waters, including the
17 Distant Early Warning Radar Line, will witness an
18 approximate half million ship tons of cargo moved
19 by more than 50 deep sea merchant vessels consisting
20 of 80% British Commonwealth Registry and 20% under
21 various foreign flags.

22 This development is but the beginning of a
23 great immediate opportunity for the commencement
24 of a build up of a world wide competitive Canadian
25 deep sea Merchant fleet in accordance with the
26 views as expressed in our "Submission" presented.

27 Canada is the only great trading nation
28 today that does not in some way assist its own
29 shipping, which is almost the only important
30 Canadian industry that is not being protected in
some manner.



1 Yet our vast sea bound country has a
2 vanishing ocean fleet, a threatened Great Lakes
3 fleet, a declining shipbuilding industry and no
4 National Shipping policy. If the old sea faring
5 phrase "a country is known by her ships" has any
6 truth, then Canada indeed is the unknown country.
7 Restricted or non-competitive water shipping
8 surely cannot be the answer if we are to encourage
9 and improve such a pitiful situation. If it
10 can be definitely proven that unforeseen unfavorable
11 conditions have arisen toward any particular
12 Canadian shipping industry through Canada's
13 international deep sea shipping concessions to
14 her allies after the second great war, which
15 might be doubtful, then it would appear imperative
16 for Canada to at once commence a speedy build up
17 of a new competitive Merchant deep sea fleet, so
18 that she could soon become prepared and be in a
19 safe position to gradually eliminate any such
20 disadvantage.

21 In all of Canada's Coastal waters there
22 will be far in excess of 50 million tons available
23 for ship movement annually in a very short period
24 and the unanswered question is, why has ninety five
25 per cent of this tonnage to be carried each year
26 in Merchant ships of various countries and not by
27 Canadian vessels to the different parts of the
28 world.
29

30 R.H. MacNeill
Executive Director
Hudson Bay Route Association



1 ---EXHIBIT NO. 70: Statement on behalf of the
2 Manitoba Federation of Agriculture & Co-operation dated
3 August 1955.

4 EXHIBIT NO. 70

5 STATEMENT ON BEHALF OF THE MANITOBA FEDERATION OF
6 AGRICULTURE AND CO-OPERATION

7
8 To: The Chairman and Members of the Royal Commission
9 on the Coasting Trade of Canada.

10 The Manitoba Federation of Agriculture and
11 Co-operation has asked me to attend your hearing
12 in Winnipeg and express to you its concern that
13 some of the proposals made to you would in effect
14 remove any benefits which western Canada might
15 expect to receive from the construction of the
16 St. Lawrence waterway.

17 The basic attitude of the Federation on the
18 subjects with which you are concerned is simple to
19 state but like most simple statements it is some-
20 what more difficult to put into effect.

21 The Federation feels that in principle
22 policies should be adopted which will encourage
23 the greatest possible reduction of export grain
24 rates and of rates for carrying other goods between
25 the Lakehead and Eastern Canada in either direction.
26 The Federation recognizes that it is necessary to
27 take into account the possibility that excess
28 competition may deprive Canada of a steady and
29 reliable source of shipping in these waters but
30 it feels that there is strong evidence that



1 economy and convenience of operation of the large
2 lake freighters will continue to provide sufficient
3 incentive to maintain in the lakes a substantial
4 volume of that type of shipping.

5 Canada will be spending many millions of
6 dollars over the next few years to pay the cost of
7 constructing the Seaway. It is true that much of
8 the cost will be borne by the power developments
9 but even if these are fully met there will be
10 substantial additional costs for the navigation
11 facilities alone. It would be the height of
12 foolishness to pay out those large sums and at the
13 same time impose restrictions so severe that we
14 fail to secure any return in lowered transportation
15 costs.

16 Manitoba's farmers have always been vitally
17 concerned with transportation costs. The marketing
18 arrangements for farm products are such that in
19 almost every case the price is that set by competition
20 in the great consuming cities and the Manitoba
21 farmer then receives that price less the cost of
22 getting his product to the market. For this reason
23 Manitoba farmers have always resisted any proposal
24 to raise transportation costs on their products.
25 They are equally opposed to any proposal which
26 would deprive them of a potential saving on trans-
27 portation costs.

28 On the other hand most of the main farm
29 supplies are purchased through markets in which
30 the price is set at the point of production and



1 the purchaser then bears the cost of delivery. Farm
2 machinery, automobiles, clothing, furniture and
3 many imported foods are in this category. For this
4 reason Manitoba farmers have always resisted any
5 proposal to raise transportation costs on their
6 inbound supplies. Again they are equally opposed
7 to any proposal which would deprive them of a
8 potential saving on transportation costs.

9 The importance of these marketing arrange-
10 ments is magnified when it is realized that Manitoba
11 is located well over 1,000 miles from its main
12 markets and its main sources of supply. From
13 Winnipeg to Toronto is approximately 1,250 miles
14 by railway and this is the shortest distance to
15 any major eastern city.

16 All our major outbound shipments are, there-
17 fore, moved at least that distance. Our grain goes
18 to Fort William and Port Arthur and from there it
19 goes largely by water to eastern Canada for
20 consumption or to the Atlantic ports for export.
21 On these items we are directly concerned with the
22 rates for lake carriers and with handling charges
23 for transshipments at the lower lake and St. Lawrence
24 ports. Our meats and dairy products go by rail or
25 truck to eastern Canada and on these items we are
26 concerned that water shipment rates should be
27 available as a potential competitive factor even
28 if in practice very little movement by water is
29 likely to occur.

30 The importance of shipments to eastern



Canada on these items is indicated by the following data taken from a sample survey made by the Board of Transport Commissioners covering rail shipments occurring on selected days in 1953. From that survey the following figures were obtained with respect to rail shipments originating in Manitoba for Canadian destinations. The figures represent the average day during the test period.

Shipments originating in Manitoba for Canadian destinations.

<u>Commodity</u>	<u>Total Freight charges</u>	<u>Shipments to Ontario & East Freight Charges</u>	<u>Average Distance</u>
Farm Products other than grain	\$ 25,859	20,403	1,251
Minerals	9,286	4,398	1,556
Grain	19,155	18,770	587
Other Commodities	29,801	5,635	661
Total	84,101	49,206	736
Traffic destined east of Sault Ste. Marie		29,519	1,445

It should be remembered that the grain movement by rail is largely moved to the Lakehead. Consequently, the above figures reflecting only the rail traffic do not tell the whole story of transportation costs on those items. The figures for the other commodities make it abundantly clear that the long haul eastbound traffic past the lakes is a predominant part of all shipments originating in Manitoba.

With respect to shipments terminating in



Manitoba the proportion of the movement from beyond the lakes is almost equally great. The two great exceptions are coal and lumber where our supplies come almost exclusively from the west. The corresponding figures on inbound shipments are:

Shipments Terminating in Manitoba from Canadian Origins.

<u>Commodity</u>	<u>Total Freight Charges</u>	<u>Shipments from Ontario & East</u>	
		<u>Freight Charges</u>	<u>Average Distance</u>
Farm Machinery	\$ 2,069	\$ 2,069	1,382
Automobiles & Trucks	6,326	6,326	1,339
Other Manufactures	57,592	42,318	1,194
Coal & Coke	13,022	201	589
Forest Products	8,886	525	358
Other Commodities	26,354	3,537	1,137
Total	114,249	54,976	1,150
Traffic Originating East of Sault Ste. Marie		51,647	1,310

It is clear from the above figures that traffic to and from beyond the Great Lakes is of major importance to Manitoba.

These points are not new. Indeed they have been long recognized and they have formed the basis of the stand taken by representatives of Manitoba from the earliest days after the province was settled. These points are, however, of such fundamental importance that they merit restatement before each new commission that begins to consider transportation in relation to Manitoba and its agricultural development.



1 In the light of these facts it is relatively
2 easy to see why the spokesmen for Manitoba
3 Agriculture have always favoured in principle the
4 lowest possible rates for shipments to and from
5 eastern Canada and beyond. Indeed settlers in large
6 numbers were unable to come into this region until
7 they had a guarantee of relatively cheap transport
8 as a result of the building of the railway. Under
9 modern conditions the same outlook prevails and
10 the basic position is to favour lower transport
11 costs if at all possible. The only qualification
12 to that position is the reservation that account
13 should be taken of the possibility that excess
14 competition may deprive Canada of a steady and
15 reliable source of shipping in the Lakes. With
16 present day rail and truck facilities one can
17 scarcely anticipate any major upset to western
18 Canada if water carriers should withdraw from
19 traffic of the types which can be moved by land
20 facilities and those types seem to cover all west-
21 bound traffic to Manitoba and all eastbound traffic
22 from Manitoba except grain. In other words, it is
23 frankly admitted that in traffic other than grain
24 the interest of Manitoba agriculture is to encourage
25 competition real or potential between water and
26 land carriers rather to depend to any great extent
27 upon water carriers.

28
29 In the case of grain shipments the use of
30 water carriers is much more important but on the
other hand these are largely specialized bulk



1 cargo units which have substantial operating and
2 handling advantages over ocean carriers under lake
3 conditions. The Federation is, therefore, confident
4 that there is little danger that carriers of this
5 type will be driven out of business by any foreign
6 or commonwealth shipping which might come into
7 competition with them. On the other hand, it does
8 feel that the possibility of such competition will
9 be an important factor in preventing any unreason-
10 ably high level of rates for the carriage of bulk
11 goods.

12 For these reasons the Manitoba Federation of
13 Agriculture and Co-operation opposes any suggestion
14 that further restrictions should be placed on the
15 coasting trade of Canada particularly that part
16 of it which relates to movements to and from the
17 ports of Fort William and Port Arthur. Indeed it
18 goes further and supports the position taken by the
19 Manitoba Government that serious consideration
20 should be given to the possibility of further
21 opening the coast trade to vessels of all friendly
22 nations.

23 ROBERT E. MOFFAT

24 AUGUST 1955
25
26 -----
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EXHIBIT NO. 72

---EXHIBIT NO. 72: List of men in yard, Lauzon,
March 31, 1955.

MEN IN YARD

LAUZON, March 31st, 1955.

Acetylene Generator Operator	1
Auto Mechanic	1
Bendover Oprs.	1
Blacksmiths	3
Blacksmiths' Helpers	
Boilermakers	5
Boilermakers' Helpers	
Boiler Room Firemen	7
Bolters () Helpers ()	
Burners	14
Carpenters (Chabot)	15
Carpenters' Helpers (Chabot)	
Carpenter Dockers (Godbout)	5
Carpenter Dockers' Helpers (Godbout)	
Caulkers (steel)	10
Calkers (wood)	
Chippers	2
Coppersmiths	1
Countersinkers	
Crane & Hoisters Oprs.	7
Electricians	3
Engine Fitters	22
Engine Fitters' Helpers	
Erectors	
Flangers Oprs.	2
Flangers Oprs' Helpers	
Furnace Slab	1
Furnace Slab's Helpers	
General Helpers	7
General Steel Fitters	24
Holder-On	4
Joiners	15
Joiners' Labourers	1
Loftmen	6
Loftmen's Helpers	1
Machinists	21
Machinists' Helpers	
Painters (brush)	6
Painters (gun)	7
Labourers	45
Patternmakers	3
Pipefitters	16
Pipefitters' Helpers	9
Platers	13
Platers' Helpers	9
Press Oprs.	1
Punch & Sheer Oprs.	2
Punch & Shear Oprs' Helpers	



1	Reamers	2
2	Red Lead	2
	Riggers	4
3	Riggers' Helpers	
	Riveters	5
4	Rivets Heaters	3
	Rivets Passers	
5	Rivets Testers	1
	Saw Oprs.	0
6	Slingers	3
	Stagers	6
7	Steel Stock Yard	2
	Tinsmiths	5
8	Tinsmiths' Helpers	2
	Tracers	8
9	Tracers' Helpers	3
	Trucks & Tractors Oprs.	5
10	Welders (Pipe Shop)	1
	Welders (Tackers)	1
11	Welders (Helpers)	
	Welders (Steel)	50
12		
13		
	TOTAL --	394
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1
2 ---EXHIBIT NO. 73: Letter from American Bureau of
3 Shipping to Canadian Shipbuilding
4 & Engineering Ltd., Montreal,
5 dated August 18, 1955.

6
7 EXHIBIT NO. 73

8 AMERICAN BUREAU OF SHIPPING
9 Forty-five Broad Street
10 New York 4, N.Y.

11 August 18, 1955

In reply
reifer to: A-2

12 LAKE FREIGHTERS
13 DELIVERY VOYAGES

14 Mr. R. Lowery
15 President
16 Canadian Shipbuilding & Engineering, Ltd.,
17 P.O. Box 100
18 Montreal, Canada

19 Dear Mr. Lowery:-

20 Your letter of August 12th addressed to Mr.
21 Green has been referred to me for reply and I have
22 to advise that the questions raised by you have not
23 as yet been officially raised with the Bureau in
24 such an advanced stage as to require complete ex-
25 ploration with our Technical Committees. Neverthe-
26 less, in anticipation of the fact that at some
27 future time, it is quite possible that it may be
28 desired to construct large bulk freighters of the
29 type used on the Great Lakes in areas remote from
30 the Lakes so as to require long ocean delivery
voyages, even including Trans-Atlantic crossings,
we have been giving some thought to this problem.

We have never prepared nor have we seen any
studies made regarding what might be accomplished



1 through a carefully planned and well controlled system
2 of ballasting for the delivery voyage but it does
3 occur to us that, within the range of drafts and
4 trims required for proper wheel immersion and for
5 the necessary sea-kindliness, it might be possible
6 to develop a system of weight distribution using
7 solid or water ballast in association with temporary
8 additional bulkheads, swashes, etc. so that under
9 the standard assumptions used for evaluating the
10 probable bending moments in ocean going vessels,
11 the resulting moment would bear no greater relation-
12 ship to the moment of inertia of the section than
13 is customarily obtained with normally proportioned
14 and scantlinged ocean going ore vessels of
15 comparable length at the full load draft. If this
16 were possible we would not feel that there would
17 be any undue risk insofar as the overall strength
18 and stiffness is concerned, and we would not anti-
19 cipate any great difficulties in providing such
20 temporary reinforcement or fixtures as may be re-
21 quired to insure the integrity of the deck house,
22 hatches, ventilators, air pipes, etc.

23
24 Before giving any official opinion it will
25 be necessary that studies be made to determine
26 whether or not it would be possible to obtain a
27 condition of calculated bending moment described
28 above or to what extent this can be approached.

29 Insofar as the careful selection of a period
30 of time for the delivery voyage with regard to



1 weather conditions is concerned, we agree that this
2 should be a very important consideration. However,
3 we do feel that we should first direct our efforts
4 toward obtaining the optimum moment and if the
5 problem can be solved in this manner to regard this
6 factor as an additional safeguard rather than as
7 a controlling factor. If it is not possible to ob-
8 tain a condition of load distribution with which
9 we are not completely satisfied then some latitude
10 might be allowed on the basis of taking other safe-
11 guards against the possibility of severe weather
12 conditions.

13 In any event it must be recognized that ir-
14 respective of any decision made by the Classifica-
15 tion Society the entire problem would still require
16 to be dealt with between the Underwriters and the
17 Builders or Owners depending upon the terms of
18 delivery. No doubt the Underwriters would be guided
19 to a large extent by the opinions of the Classifica-
20 tion Society, but they would not necessarily be re-
21 quired to abide by them.

22 We do not know to just what extent the regu-
23 latory bodies of the Government of the country
24 in which the vessel is built would concern them-
25 selves in this matter, but it can be expected that
26 some form of clearance would have to be obtained
27 from them before the vessel leaves the builder's
28 country. All of the countries in which vessels of
29 this type might be expected to be built presumably
30



1 are signatory to the International Load Line Conven-
2 tions and the International Safety of Life at Sea
3 Conventions, and it is possible that they might invoke
4 requirements of these two Conventions before the
5 vessel is permitted to clear even though there are
6 provisions in the Conventions whereby under certain
7 conditions waivers of certain other requirements may
8 be granted for vessels on delivery voyages.

9 I quite agree with you that if a thorough
10 exploration of the possibilities mentioned above
11 fails to indicate a satisfactory condition insofar
12 as overall strength and stiffness is concerned the
13 only other recourse would be to provide additional
14 temporary strengthening or to plan on building the
15 ships in large prefabricated sections which could
16 be towed to some yard in the vicinity of the Great
17 Lakes for final assembly, but I believe that before
18 considering such a procedure it would be better to
19 exhaust these other possibilities.

20
21 Very truly yours,

22 AMERICAN BUREAU OF SHIPPING

23 "D. P. Brown"

24 Senior Vice President
and Technical Manager

25 DPB.db
26
27
28
29
30



1 ---EXHIBIT NO. 74:

Letter from Lloyd's Register of
Shipping, Montreal, to Canadian
Shipbuilding & Engineering Ltd.,
Montreal, dated 6th September,
1955.

5 LLOYD'S REGISTER OF SHIPPING
United with the British Corporation Register

6 759 VICTORIA SQUARE,

7 MONTREAL 1.

8 6th September, 1955.

9 Attention. Mr. R. Lowery,
President.

10
11 Messrs.
12 Canadian Shipbuilding and
13 Engineering, Limited,
Montreal.

14 Dear Sirs:-

15 I thank you for your letter dated August 28th,
16 1955, and in reply I have to state that this Society
17 does not take any responsibility for the voyage out
18 when ships are built to class for a limited service.
19 The usual procedure in the case of ships built in
20 Britain is for the U.K. Ministry of Transport to
21 issue certificates for the voyage out when they
22 have satisfied themselves that the vessel is suit-
23 ably ballasted and/or stiffened, etc.

24 We are therefore not in a position to say
25 what the Ministry of Transport would require in
26 any particular case, but taking the case of the
27 "T. R. McLAGAN" it would appear that the Inter-
28 national Loadline Standard of strength could be
29 obtained with the draught reduced to that of a
30 reasonable ballast condition, and we feel that



1 the Ministry would be willing to issue a certificate
2 for the vessel to cross the Atlantic in such a con-
3 dition, particularly if a suitable season were
4 chosen.

5 There is, however, a further aspect to the
6 broad question of future vessels of this type, and
7 that is that the Owners may require them to go as
8 far as, say, the East coast of Newfoundland. Such
9 an extension of service would mean that the ships
10 would be required to be to all intents and purposes,
11 up to full seagoing standard and therefore quite
12 suitable for an Atlantic crossing so far as strength
13 is concerned. In this connection preliminary in-
14 vestigation of an existing vessel, L/D about 17.0,
15 shows strengthening for such a service to be imprac-
16 ticable without the addition of a trunk, or an
17 increase in the depth.

18 Yours very truly,

19 "A. R. Riddell"
20 per J.W.M.

21 Principal Surveyor for Canada

22 JWT/CW
23
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---EXHIBIT NO. 75: Comparative statement of fixed assets
surpluses & reserves, Port of Three
Rivers, 1925-1954.

PORT OF TROIS-RIVIERES

COMPARATIVE STATEMENT OF FIXED ASSETS, SURPLUS AND RESERVES
for the years of 1925 to 1954

	1925	1931	1935	1936	1940	1947	1952	1954
	\$	\$	\$	\$	\$	\$	\$	\$
Real Estate	1,000,000	1,204,777	1,204,777	1,204,777	1,204,777	1,204,777	61,790	61,790
Wharves & Piers	1,467,975	2,155,550	5,218,503	5,718,312	5,780,048	5,780,456	4,492,392	4,503,457
Work under	-	-	-	-	-	-	-	-
Construction	-	2,558,167	71,500	-	-	-	-	-
Permanent Shades	26,700	75,300	298,235	476,079	799,202	791,660	791,380	1,216,375
Road, Fences &	-	-	-	-	-	-	-	-
Boundaries	-	-	21,218	24,818	60,384	60,384	60,384	60,384
Railway System	-	-	15,455	17,146	26,611	26,611	26,611	26,611
Electric Power	-	-	-	-	-	-	-	-
System	-	-	6,898	6,898	11,512	14,305	11,512	11,512
Miscellaneous	-	-	-	-	-	-	-	-
Small Plant	4,385	5,149	7,003	7,003	3,274	251	844	937
Shore Equipment	-	-	-	-	-	1,201	1,201	1,201
Water Supply	-	-	-	-	-	-	-	-
System	-	-	-	-	-	-	-	-
Office Furniture	-	-	-	-	-	-	-	-
& Appliances	1,221	2,443	2,176	2,176	2,081	1,175	2,631	2,692
Miscellaneous	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	1,281	-	-
Fixed Assets	2,500,281	5,993,794	6,845,765	7,457,210	7,898,785	7,892,590	5,450,922	6,897,136
Surplus	2,277,031	2,983,108	2,830,560	2,678,089	2,322,657(1)	3,073,586(2)	715,747	984,871
Reserve for	-	-	-	-	-	-	-	-
Depreciation	-	477,084	629,040	-	-	-	-	-
Res. for Replacement	-	-	-	70,000	377,711	1,066,950	1,600,832	1,748,441



TABIEAU 1-
ETAT DES IMMOBILISATIONS, REVENUS, DEPENSES, SURPLUS D'OPERATIONS,
DES INTERESTS PAYES SUR EMPRUNTS, DE DEFICIT ET DES SURPLUS ACCUMU-
LES POUR LE PORT DES TROIS-RIVIERES DE 1936 a 1953.

Actifs imm.	Revenus	Depenses	Revenus d'oper.	Interet	Deficit	Surplus acc.	Reserve pour renouvellement
1936	7,547,210.36	122,347.52	32,191.43	150,783.29	134,007.45	2,678,088.71	70,000.00
1937	7,723,460.86	172,309.88	13,023.04	166,860.72	92,008.38	2,587,808.00	100,116.67
1938	7,900,481.38	191,880.95	33,241.80	170,529.65	91,124.03	2,496,689.95	215,693.28
1939	7,899,274.12	165,682.14	147,534.68	177,274.80	109,453.95	2,387,224.67	295,298.61
1940	7,898,784.55	237,923.96	193,018.60	178,150.38	64,567.26	2,322,657.41	377,711.49
1941	7,894,350.93	243,911.07	254,980.88	178,150.17	52,049.24	2,276,282.94	458,468.83
1942	7,894,713.98	185,738.46	163,135.36	178,075.43	94,029.60	2,182,253.34	551,741.12
1943	7,895,277.24	199,023.52	181,012.02	178,092.04	76,170.07	2,106,083.27	640,428.60
1944	7,893,203.05	224,933.67	159,444.17	181,326.79	82,280.62	1,855,720.44	769,676.71
1945	7,839,411.92	294,648.12	262,483.25	186,842.36	5,253.79	1,857,111.66	872,403.42
1946	7,290,775.08	229,881.83	200,060.19	186,867.51	57,090.64	1,800,012.82	968,519.50
1947	7,892,589.61	235,764.70	185,522.59	112,008.29	3,323.86	3,073,585.74(1)	1,066,949.67
1948	7,893,264.58	219,712.45	176,447.89	109,579.33	3,367.11	3,070,218.63	1,168,351.87
1949	7,895,325.97	213,745.46	168,551.38	109,592.85	11,446.28	3,058,772.35	1,272,422.14
1950	7,895,086.43	265,209.12	201,050.34	109,639.91	(20,996.29)	3,079,768.64	1,381,146.94
1951	7,897,696.03	296,923.17	259,754.79	109,652.30	(79,663.78)	3,159,432.42	1,494,353.05
1952	5,450,921.99	336,627.55	273,043.75	109,716.16	(134,928.21)	715,746.87(2)	1,600,832.49
1953	5,553,876.49	320,823.29	237,783.64	109,756.42	(102,308.78)	836,586.81	1,676,168.62

Le surplus accumule en 1936, lors de la prise de possession du port par le Conseil
des Ports s'etablissait a \$2,913,112.87

4,157,086.86 730,181.45 3,426,905.41 2,702,900.31



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(1)	Adjustement du surplus accumule en 1947: \$1,270,250.06
(2)	Adjustement du surplus accumule en 1952: \$2,578,613.76



TABIEAU 2-

MONTANTS INVESTIS DANS DIVERS PORTS CANADIENS.

Annee	Halifax	St-Jean	Chicoutimi	Quebec	Trois-Rivieres
	\$	\$	\$	\$	\$
1936	268,286(A)	1,382,094	14,664	676,437(A)	184,179
1937	-	920,072	10,349	464,481	112,057
1938	-	333,367	42,360	231,529	177,283
1939	213,454	46,566	-	454,047	2,770
1940	222,817	46,032	-	7,536	-
1941	3,436(B)	5,905(B)	-	4,627	-
1942	210,267	204,938	146	24,867	600
1943	215,487	307,355	-	-	681
1944	154,811	36,885	-	-	-
1945	181,344	-	-	-	867
1946	212,224	5,600	-	16,257	1,550
1947	35,685	44,345	-	56,410	2,444
1948	106,948	1,307,944	415	8,277	527
1949	1,899,432	1,520,057	-	628,006	2,163
1950	718,305	267,006	558	278,765	-
1951	1,044,825	-	-	27,254	2,542
1952	323,525	721,455	-	148,408	-
1953	882,145	2,670,908	-	915,506	106,395
	\$6,692,991	\$9,820,529	\$68,492	\$3,942,457	\$594,058

A - Travaux publics de chomage a ajouter: Halifax - \$626,638

Quebec - \$870,375

B - Travaux executes a meme le budget de guerre a ajouter:

Halifax - \$642,369

St-Jean - \$553,860



TABEAU 3-
NAVIRES - CLASSEMENT ET TONNAGE DES CARGAISONS

Etat montrant le classement des navires, le nombre et le tonnage des cargaisons enregistrées aux réceptions et aux expéditions pendant les années civiles 1936 à 1953.

RECEPTIONS

EXPEDITIONS

ANNEES	OCEANIQUE		CABOTEURS		OCEANIQUE		CABOTEURS		TOTAL (Tonnes)	
	Nombre	Tonnes	Nombre	Tonnes	Nombre	Tonnes	Nombre	Tonnes	- Ocean.	Caboteurs
1936	182	186,219	1,908	1,024,554	186	334,041	1,909	49,810	520,260	1,074,364
1937	104	602,291	2,746	1,354,110	106	576,595	2,475	163,040	1,178,886	1,517,150
1938	87	561,802	2,858	1,338,547	156	950,307	2,787	10,889	1,512,109	1,349,436
1939	39	170,824	2,038	1,061,118	87	445,390	1,977	171,082	616,214	1,232,200
1940(1)	34	245,036	1,744	629,487	38	320,728	1,746	11,153	565,764	640,640
1944	52	365,262	1,906	947,277	72	376,707	1,886	50,538	741,969	997,815
1945	155	329,534	1,774	1,282,174	155	871,455	1,774	9,679	1,200,989	1,291,853
1946	111	294,898	1,920	1,132,324	111	466,358	1,920	8,944	761,256	1,200,989
1947	117	340,025	2,060	1,692,300	117	563,515	2,060	12,279	903,540	1,704,589
1948	156	350,995	2,021	1,858,889	156	349,585	2,021	8,541	700,580	1,867,430
1949	168	120,936	1,997	1,807,043	168	343,468	1,989	5,565	464,404	1,812,608
1950	231	374,273	2,173	1,835,199	231	549,231	2,173	17,511	923,504	1,852,710
1951	221	358,319	2,526	2,278,674	221	537,663	2,522	19,358	895,982	2,298,032
1952	253	336,203	2,413	2,129,874	253	846,778	2,425	25,551	182,981	2,155,425
1953	299	264,016	2,529	2,126,089	299	620,940	2,529	33,011	884,956	2,159,100

(1) De 1940 à 1943, les statistiques n'ont pas été publiées par le Conseil des Ports Nationaux.



TABLEAU 4-
PORT DES TROIS-RIVIERES
ETAT COMPARATIF DES IMMOBILISATIONS, SURPLUS ET RESERVES
pour les annees 1925 a 1954

	<u>1925</u> \$	<u>1931</u> \$	<u>1935</u> \$	<u>1936</u> \$	<u>1940</u> \$	<u>1947</u> \$	<u>1952</u> \$	<u>1954</u> \$
Terrains	1,000,000	1,204,777	1,204,777	1,204,777	1,204,777	1,204,777	61,790	61,790
Quais et jetees	1,467,975	2,155,550	5,218,503	5,718,312	5,780,048	5,780,456	4,492,392	4,503,457
Travaux en cours	-	2,558,167	71,500	-	-	-	-	-
Entrepots	26,700	75,300	298,235	476,079	799,202	791,660	791,380	1,216,375
Chemins, cloture, bornes	-	-	21,218	24,818	60,384	60,384	60,384	60,384
Chemin de fer	-	-	15,455	17,146	26,611	26,611	26,611	26,611
Systeme electrique	-	-	6,898	6,898	11,512	14,305	11,512	11,512
Petit outillage	4,385	5,149	7,003	7,003	3,274	251	844	937
Outillage riverain	-	-	-	-	-	1,201	1,201	1,201
Aqueduc	-	-	-	-	10,895	10,895	10,895	10,895
Mobilier de bureau	1,221	2,443	2,176	2,176	2,081	1,175	2,631	2,692
Divers	-	-	-	-	-	1,281	-	-
Total des immo- bilisations	2,500,281	5,993,794	6,845,765	7,457,210	7,898,785	7,892,590	5,450,922	5,897,136
Surplus	2,277,031	2,983,108	2,830,560	2,678,089	2,322,657(1)	3,073,586(2)	715,747	984,871
Reserves pour depreciation	?	477,084	629,040	-	-	-	-	-
Reserve pour rem- placement	-	-	-	70,000	377,711	1,066,950	1,600,832	1,748,441



1
2 ---Exhibit No. 76: Letter from Leo Lupien, Municipal
3 Manager, Cap de la Madeleine, to
4 Mr. Maurice Archer, National
5 Harbours Board, Ottawa; and
6 letter from Paul Henri Barabe,
7 O.M.I., Santuaire National de
8 Notre Dame Du Cap to Mayor Andre
9 Julien, Cap de la Madeleine,
10 May 27, 1955.

11
12 EXHIBIT NO. 76

13 (English translation from presentation in French at
14 Three Rivers, Que.)

15
16 PROVINCE OF QUEBEC,
17 CITY OF CAP DE LA MADELEINE.

18 Mr. Maurice Archer, P. Eng.
19 National Harbours Board
20 Ottawa, Canada.

21
22 With the development of our City during the
23 past fifteen years, we note, by glancing at the
24 statistics, that the population of our City in 1940
25 totalled 11,700, and at the end of 1954, according
26 to the census made by the five parishes composing
27 our City, the population at present totals 22,000.

28 During this period, the population has doub-
29 led and industry has developed considerably. The
30 requirements of industry and those of the people
are forever increasing and we have reached a
point where our port has become inadequate and no
longer meets present demands.

Recently, one of our industries, the Lauren-
deau Lumber, received a cargo of lumber from Argen-
tina and following certain representations to the



1 owners of the cargo, it was possible to obtain that
2 the unloading of the cargo, which included 1,000,000
3 feet of lumber, be made at Three Rivers instead of
4 Montreal. The representatives of the Laurendeau
5 Lumber Company declared, in that instance, that the
6 fact of carrying out the unloading in the vicinity
7 of their industry enabled them to save \$8,000. This
8 is only a statement of the facts and shows how im-
9 portant it is to provide our people and our indus-
10 tries with a chance to develop and progress for the
11 benefit of all.
12

13 The Consolidated Paper Company carried out
14 the loading of 8,500 tons of paper in 1954, and would
15 use this means of transport if loading facilities
16 were more adequate at Cap de la Madeleine wharf. Mr.
17 Paquin, of Three Rivers Shipping, points out to us
18 that the shed on the wharf is entirely unsuitable
19 and can provide only for 1,100 tons. This goes to
20 show that there is lack of space to hold what is re-
21 quired for a full ship's cargo and it is necessary
22 to resort to truck transport in order to complete
23 the loading of a cargo. The said Company, Consoli-
24 dated Paper, is changing the heating system of its
25 furnaces to an oil system. It will be supplied with
26 oil by ocean-going ships about 450 feet long. This
27 will necessitate the passage of three or four
28 ships at the wharf, each year, to provide the Com-
29 pany with its oil supply. This Company, a producer
30 of newsprint and Kraft paper, provides work for a



1 large number of workmen and the port is of great
2 importance, both for the disposal of its products and
3 obtaining the raw material and all that is required
4 for its proper operation.

5 The City of Cap de la Madeleine is entitled
6 to ask that a suitable port be established in order
7 to meet the demands of the people and of its indus-
8 tries. In the near future, to our industries will
9 be added those of Canadian Titanium and Quebec Metal-
10 lurgical, and they will be compelled to use the
11 river to receive their raw material and dispose of
12 their products.

13 For several years, the Oblate Fathers have
14 that
15 been asking that part of Du Sanctuaire Street located
16 between Notre Dame Street and the wharf be closed.
17 It is a very narrow street which is not suitable for
18 present traffic. The opening of a street has al-
19 ready been outlined along the property of Consoli-
20 dated Paper Company, which street will connect Notre
21 Dame Street with the wharf of Cap de la Madeleine,
22 running along the shore of the St. Lawrence over a
23 distance of from 700 to 800 feet.

24 The layout of the street, which will cover
25 a distance of 1,600 feet, has already been started.
26 This street will serve both the Companies and the
27 people in reaching the wharf and also the pilgrims
28 who visit Notre Dame du Cap Sanctuary. It should
29 be noted that 1,000,000 pilgrims went to the Shrine
30 last year.



1 To make this street carriageable, it will be
2 necessary to spread a coat of crushed stone, 8 to 9
3 inches thick, over a width of 30 feet, to make a
4 good foundation. This will require 1,800 tons of
5 crushed stone.

6 That part of the road which runs along the
7 St. Lawrence shore will be built on a slope and to
8 prevent erosion on the west side of the road, it
9 will be necessary to build a cement gutter with drains
10 in various places. This street would not be complete
11 without it being covered with a coat of asphalt 2
12 inches thick. The work will be performed at the
13 total cost of \$12,000.

14 A \$600.00 offer had been made to us, last year,
15 for the development of this street. As you will
16 note, this offer is entirely insufficient for the
17 work to be performed and it is not logical to have
18 the taxpayers assume the responsibility of the build-
19 ing of this street.
20

21
22 (sgd.) LEO LUPIEN, P. Eng.,
23 Municipal Manager.
24

25 Cap de la Madeleine, Que.,
26 May 30, 1955.
27
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30



SANCTUAIRE NATIONAL DE NOTRE DAME DU CAP

Cap de la Madeleine, P.Q., Canada.

May 27, 1955.

His Worship Mayor Andre Julien
City Hall
Cap de la Madeleine, P.Q.

Re: Sloping passageway to Cap de la
Madeleine wharf.

Dear Sir, -

During 1954, the National Shrine of Notre Dame du Cap received about 1,300,000 pilgrims and visitors from all the Canadian Provinces and from several of the United States. All came to pray and meditate.

It is in anticipation of that progress that the authorities of the Shrine have requested and obtained from the City of Cap de la Madeleine and, through Mr. Irene Rochefort, M.P. at Ottawa, from the Federal Government, the opening of a new passageway going down to the Cap de la Madeleine wharf located opposite the street leading to the Shrine, which runs through the centre of the lands which belong to a religious fabric and corporation. The new road was granted on a width of 65 feet by that religious corporation of the Oblate Missionaries along the fence of the Consolidated Paper Company, while the Federal Authorities built along the shore in the vicinity of the wharf, a solid protection wall on which the Shrine Authorities had earth carted. That new road and that shore clear the old



1 sloping passageway to the wharf which is very narrow
2 and has been for many years in a really pitiful con-
3 dition and dangerous for pedestrians.

4 The final closing of the old sloping passage-
5 way to the wharf which passes on our property has
6 not yet been obtained because the new sloping passage-
7 way is not steady enough yet. As the new passage-
8 way to the wharf is precisely the wall erected by
9 the Federal Authorities, it seems that the latter
10 should finish their protection wall by a thick coat
11 of asphalt and a concrete gutter for the draining of
12 rain water. If not, water and frost will penetrate
13 into the wall and the stones in the wall will fall
14 into the river. At that place, the river channel
15 is very close to the shore and to its wall; that
16 is where the trans-Atlantic steamers pass with their
17 high waves, while the ordinary current is already
18 rapid there. It is known that already a wall has
19 disappeared in the water, the one that was built by
20 the Government during the first year I came to Cap
21 de la Madeleine, that is to say, in 1948.

23 For the benefit of a vast public which visit
24 Cap de la Madeleine, especially at that place, it
25 is necessary that the wall in question be com-
26 pleted and covered with asphalt, so that it may be
27 a real guarantee of durability and protection for
28 the shore. That is why we earnestly hope that the
29 Federal Authorities will do everything possible
30 to complete the wall thoroughly.



1
2 Hoping, Your Worship, that this point of view
3 which is also your own, will prevail, I am,
4

5 Yours respectfully,

6 (sgd.) PAUL HENRI BARABE, O.M.I.,
7 Superior.
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1 ---EXHIBIT NO. 78: Canadian Industrial Prepared-
2 ness Association Membership
3 List, to Oct. 4, 1955.

4 EXHIBIT NO. 78

5 CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATION

6 MEMBERSHIP LIST

7
8 Amended to Oct. 4, 1955.

9 June 30th, 1955

- 10 Accessories Manufacturers Limited, Montreal, Que.
11 * Additional Industries Limited, Toronto, Ont.
12 Air Coils Manufacturing Company Limited, Oakville, Ont.
13 * Algoma Steel Corporation Limited, Sault Ste. Marie,
14 Ont.
15 * Aluminum Company of Canada Limited, Montreal, Que.
16 Aluminum Goods Limited, Toronto, Ont.
17 * Aluminum Rolling Mills Limited, Cap-de-la-Madeleine,
18 Que.
19 American Can Company of Canada, Limited, Hamilton, Ont.
20 * Anaconda American Brass Limited, New Toronto, Ont.
21 Anthes-Imperial Company Limited, St. Catharines, Ont.
22 Armco Drainage & Metal Products of Canada Limited,
23 Guelph, Ont.
24 Atlas Asbestos Company Limited, Montreal, Que.
25 * Atlas Steels Limited, Welland, Ont.
26 Auto Specialties Mfg. Co. (Canada) Ltd., Windsor, Ont.
27 Automatic Electric (Canada) Limited, Brockville, Ont.
28 Aviation Electric Limited, Montreal, Que.
29 Ayerst, McKenna & Harrison Limited, Montreal, Que.
30
* Babcock-Wilcox and Goldie-McCulloch Limited, Galt,
Ont.
Barnard Stamp and Stencil Limited, Hamilton, Ont.
Barnes, Wallace Company Limited, Hamilton, Ont.
Bata Engineering (Division of Bata Shoe Co.)
Batawa, Ont.
Bathurst Power & Paper Company Limited, Montreal,
Que.
Beaconing Optical and Precision Materials Company,
Montreal, Que.
Behr-Manning Canada Limited, Brantford, Ont.
Belding-Corticelli Limited, Montreal, Que.
Bendix Eclipse of Canada Limited, Windsor, Ont.
* Bertram, John and Sons Co. Limited, Dundas, Ont.
Bickle-Seagrave Limited, Woodstock, Ont.
Bowser, S.F. Company Limited, Hamilton, Ont.
Bristol Aero Engines Limited, Montreal, Que.
Bristol Aeroplane Engines (Western) Limited, Vancouver,
AMF, B.C.



- 1 Brown Boggs Foundry & Machine Company Limited,
Hamilton, Ont.
- 2 Bulloch's Limited, St. James, Manitoba.
- 3 Burlington Steel Company Limited, Hamilton, Ont.
- 4 * Burrard Dry Dock Company Limited, North Vancouver, B.C.
- 5 * Canada Cycle & Motor Company Limited, Weston, Ont.
- 6 Canada Foundries & Forgings Limited, Welland, Ont.
- 7 Canada Iron Doundries Limited, Montreal, Que.
- 8 Canada Machinery Corporation Limited, Galt, Ont.
- 9 Canada Wire and Cable Company Limited, Toronto, Ont.
- 10 * Canadair Limited, Montreal, Que.
- 11 * Canadian Acme Screw & Gear Limited, Toronto, Ont.
- 12 Canadian Allis-Chalmers Limited, Lachine, Que.
- 13 Canadian Aviation Electronics Limited, Montreal, Que.
- 14 Canadian Blower and Forge Co. Limited, Kitchener, Ont.
- 15 Canadian Bridge Company Limited, Walkerville, Ont.
- 16 Canadian Bronze Company Limited, Montreal, Que.
- 17 * Canadian Car & Foundry Company Limited, Montreal, Que.
- 18 Canadian Carborundum Company Limited, Niagara Falls,
Ont.
- 19 Canadian Chain Belt Limited, Willowdale, Ont.
- 20 Canadian Fairbanks-Morse Company Limited, Montreal,
Que.
- 21 Canadian Flight Equipment Limited, Cobourg, Ont.
- 22 * Canadian General Electric Company, Toronto, Ont.
- 23 * Canadian Industries (1954) Limited, Montreal, Que.
- 24 Canadian Ingersoll-Rand Company Limited, Montreal,
Que.
- 25 Canadian International Paper Company, Montreal, Que.
- 26 * Canadian Marconi Company Limited, Montreal, Que.
- 27 Canadian Motor Lamp Company Limited, Windsor, Ont.
- 28 Canadian Pacific Railway Company, Montreal, Que.
- 29 Canadian Pittsburgh Industries Limited, Toronto, Ont.
- 30 Canadian Porcelain Company Limited, Hamilton, Ont.
- Canadian Pratt & Whitney Aircraft Co. Limited,
Longueuil, Que.
- Canadian SKF Company Limited, Scarboro, Ont.
- Canadian Steel Improvement Limited, Etobicoke, Ont.
- * Canadian Vickers Limited, Montreal, Que.
- * Canadian Westinghouse Company Limited, Hamilton, Ont.
- Champion Spark Plug Company of Canada Limited,
Windsor, Ont.
- Chromium Mining and Smelting Corp. Limited, Mont-
real, Que.
- * Chrysler Corporation of Canada Limited, Windsor,
Ont.
- Clevite Limited, St. Thomas, Ont.
- * Cockshutt Farm Equipment Limited, Brantford, Ont.
- Coleman Lamp and Stove Company Limited, Toronto, Ont.
- Colville Industries Limited, Chatham, Ont.
- * Consolidated Mining & Smelting Co. of Canada Ltd.,
Montreal, Que.
- Continental Can Company of Canada Limited, Mont-
real, Que.
- Cooley, H.W. Machine & Arms Co. Limited, Cobourg,
Ont.



- 1 Cosmos Imperial Mills Limited, Hamilton, Ont.
- 2 Cossor (Canada) Limited, Halifax, N.S.
- 3 Courtaulds (Canada) Limited, Cornwall, Ont.
- 4 Cresswell Pomeroy Limited, Montreal, Que.
- 5 * Crosley Radio and Television Division, Avco of
6 Canada Ltd., Toronto, Ont.
- 7 Darling Brothers Limited, Montreal, Que.
- 8 Davidge & Company Limited, Montreal, Que.
- 9 Davie, Geo. T. & Sons Limited, Lauzon, Levis, Que.
- 10 * Davie Shipbuilding & Repairing Co. Limited, Montreal,
11 Que.
- 12 * DeHavilland Aircraft Company of Canada Limited,
13 Toronto, Ont.
- 14 Deloro Smelting & Refining Company Limited, Ottawa,
15 Ont.
- 16 Distillers Corporation Limited, Montreal, Que.
- 17 * Dominion Bridge Company Limited, Montreal, Que.
- 18 Dominion Chain Company Limited, Niagara Falls, Ont.
- 19 * Dominion Engineering Works Limited, Montreal, Que.
- 20 * Dominion Forge Company Limited, Walkerville, Ont.
- 21 * Dominion Foundries & Steel Limited, Hamilton, Ont.
- 22 Dominion Lock Company Limited, Montreal, Que.
- 23 Dominion Magnesium Limited, Toronto, Ont.
- 24 Dominion Metalware Industries Limited, Port Credit,
25 Ont.
- 26 * Dominion Rubber Company Limited, Montreal, Que.
- 27 * Dominion Steel & Coal Corporation Limited, Montreal,
28 Que.
- 29 Dominion Tar & Chemical Company Limited, Montreal,
30 Que.
- Donald Inspection Limited, Montreal, Que.
- Dow Chemical of Canada Limited, Toronto, Ont.
- Dowty Equipment of Canada Limited, Ajax, Ont.
- Dunlop Canada Limited, Toronto, Ont.
- Duro Aluminum Limited, Hamilton, Ont.
- Dominion Road Machinery Co. Ltd., Goderich, Ont.
- Eaton Automotive Products Limited, London, Ont.
- * Eaton, T. Company Limited, Toronto, Ont.
- Electro Metallurgical Company, Welland, Ont.
- Electrolux (Canada) Limited, Montreal, Que.
- Empire Brass Mfg. Company Limited, London, Ont.
- Ex-Cello-O Corporation of Canada, Limited, London,
Ont.
- Fahralloy Canada Limited, Orillia, Ont.
- Ferranti Electric Limited, Toronto, Ont.
- Ferro Enamels (Canada) Limited, Oakville, Ont.
- Firestone Tire and Rubber Co. of Canada Ltd.,
Hamilton, Ont.
- Fittings Limited, Oshawa, Ont.



- 1 Fleet Manufacturing Limited, Fort Erie, Ont.
- 2 * Ford Motor Company of Canada Limited, Windsor, Ont.
- 3 Foster Wheeler Limited, St. Catharines, Ont.
- 4 Galt Metal Industries Limited, Galt, Ont.
- 5 Gardner-Denver Company (Canada) Limited, Toronto, Ont.
- 6 General Engineering Company Limited, Toronto, Ont.
- 7 General Latex and Chemicals (Canada) Limited, Verdun, Que.
- 8 * General Motors of Canada Limited, Oshawa, Ont.
- 9 General Steel Wares Limited, Toronto, Ont.
- 10 General Tire & Rubber Company of Canada Ltd., (Stokes Division), Welland, Ont.
- 11 * Goodrich, The B.F. Rubber Company of Canada Ltd., Kitchener, Ont.
- 12 * Goodyear Tire and Rubber Company of Canada Ltd., New Toronto, Ont.
- 13 Gray Forgings and Stampings Limited, Toronto, Ont.
- 14 Gurney Products Limited, Montreal, Que.
- 15 Gutta Percha and Rubber Limited, Toronto, Ont.
- 16 Hamilton Cotton Company Limited, Hamilton, Ont.
- 17 Hamilton Gear and Machine Company Limited, Toronto, Ont.
- 18 Hand, T.W. Fireworks Company Limited, Cooksville, Ont.
- 19 Handy & Harman of Canada Limited, Toronto, Ont.
- 20 Harley-Kay-Marsland Limited, Georgetown, Ont.
- 21 Harrington Tool and Die Company Limited, Lachine, Que.
- 22 * Hayes Steel Products Limited, Merritton, Ont.
- 23 Hepburn, John T. Limited, Toronto, Ont.
- 24 Heywood-Wakefield Company of Canada Limited, Orillia, Ont.
- 25 Hoover Company Limited, Hamilton, Ont.
- 26 Industrial Engineering Limited, Vancouver, B.C.
- 27 Ingersoll Machine and Tool Co. Limited, Ingersoll, Ont.
- 28 * Inglis, John Company Limited, Toronto, Ont.
- 29 * International Business Machines Co. Ltd., Toronto, Ont.
- 30 International Flare Signal Company Limited, Waterloo, Que.
- * International Harvester Company of Canada Limited, Hamilton, Ont.
- International Paints (Canada) Limited, Montreal, Que.
- Jarry Automobile Limitee, Montreal, Que.
- Jenkins Brothers Limited, Montreal, Que.
- Johnson, Matthey and Mallory Limited, Toronto, Ont.
- Joy Manufacturing Company (Canada) Limited, Galt, Ont.



- 1 Kawneer Canada Limited, Toronto, Ont.
- 2 Kelsey Wheel Company Limited, Windsor, Ont.
- 3 * Kennedy, William & Sons Limited, Owen Sound, Ont.
- 4 Kimball, A. Limited, Toronto, Ont.
- 5 Linde Air Products Ltd. (formerly Dominion Oxygen Co. Ltd.)
- 6 Leland Electric Canada Limited, Guelph, Ont.
- 7 Leslie, A.C. & Company Limited, Montreal, Que.
- 8 L'Hoir Inc., Levis, Que.
- 9 Lincoln Electric Company of Canada Ltd., Leaside, Toronto, Ont.
- 10 Link-Belt Limited, Toronto, Ont.
- 11 Long, E. Limited, Orillia, Ont.
- 12 MacDonald Bros. Aircraft Limited, Winnipeg, Man.
- 13 Marsland Engineering Limited, Kitchener, Ont.
- 14 * Massey-Harris-Ferguson Company Limited, Toronto, Ont.
- 15 McAvity, T. & Sons Limited, Saint John, N.B.
- 16 McKinnon Columbus Chain Limited, St. Catharines, Ont.
- 17 Milne, Gilmore & German, Montreal, Que.
- 18 Mitchell, Robert Company Limited, Montreal, Que.
- 19 Modern Tool Works Limited, Toronto, Ont.
- 20 Moffats Limited, Weston, Ont.
- 21 Monsanto (Canada) Limited, Montreal, Que.
- 22 Moodie, J.R. Company Limited, Hamilton, Ont.
- 23 Morris Herbert, Crane & Hoist Company Ltd., Niagara Falls, Ont.
- 24 Motor Products Corporation, Walkerville, Ont.
- 25 * Mueller Limited, Sarnia, Ont.
- 26 National Adhesives (Canada) Limited, Lachine, Que.
- 27 National Carbon Limited, Toronto, Ont.
- 28 National Steel Car Corporation Limited, Hamilton, Ont.
- 29 Neptune Meters Limited, Long Branch, Ont.
- 30 Nichols Chemical Company Limited, Montreal, Que.
- * Noranda Copper and Brass Limited, Montreal East, Que.
- * Northern Electric Company Limited, Montreal, Que.
- Northern Engineering & Supply Co. Ltd., Fort William, Ont.
- Northern Machine Works Limited, Bathurst, N.B.
- Northwest Industries Limited, Edmonton, Alta.
- Norton Company of Canada Limited, Hamilton, Ont.
- Odd, H. Centerless Grinding Limited, Kitchener, Ont.
- Ontario Steel Products Company Limited, Toronto, Ont.
- * Otis Elevator Company Limited, Hamilton, Ont.



- 1 Page-Hersey Tubes Limited, Toronto, Ont.
- 2 Parker Pen Company Limited, Toronto, Ont.
- 3 Pedlar People Limited, Oshawa, Ont.
- 4 Perfect Circle Company Limited, Leaside, Ont.
- 5 Philco Corporation of Canada Limited, Toronto, Ont.
- 6 Phillips Electrical Company (1953) Limited, Brockville, Ont.
- 7 Phoenix Engineered Products Limited, Toronto, Ont.
- 8 Pioneer Electric Limited, St. Boniface, Man.
- 9 Plate and Structural Steel Limited, Toronto, Ont.
- 10 Polymer Corporation Limited, Sarnia, Ont.
- 11 Precision Dies and Castings Limited, Toronto, Ont.
- 12 Prencos Progress and Engineering Corporation Limited, Toronto, Ont.
- 13 Primco Limited, Hull, Que.
- 14 Purolator Products (Canada) Limited, Toronto, Ont.
- 15 Pyrene Manufacturing Company of Canada Ltd., Toronto, Ont.
- 16
- 17
- 18 * R.C.A. Victor Company Limited, Montreal, Que.
- 19 R & M Bearings Canada Limited, Montreal, Que.
- 20 Reo Motors Inc., Leaside, Toronto, Ont.
- 21 Robertson-Irwin Limited, Hamilton, Ont.
- 22 * Roe, A.V. Canada Limited, Toronto, Ont.
- 23 Rogers Majestic Electronics Limited, Leaside, Toronto, Ont.
- 24 Rolls-Royce of Canada Limited, Dorval, Que.
- 25 Rosco Metal and Roofing Products Limited, Toronto, Ont.
- 26 Rudel Machinery Company Limited, Montreal, Que.
- 27
- 28 Sales, A.J. Company Limited, Ridgetown, Ont.
- 29 Sasco Tubes Limited, Toronto, Ont.
- 30 Seiberling Rubber Company of Canada Limited, Toronto, Ont.
- 1 Sherwin-Williams Company of Canada Limited, Montreal, Que.
- 2 Slater, N. Company Limited, Hamilton, Ont.
- 3 Smit, J.K. & Sons of Canada Limited, Toronto, Ont.
- 4 * Sorel Industries Limited, Sorel, Que.
- 5 Sperry Gyroscope Company of Canada Limited, Montreal, Que.
- 6 Square D Company Canada Limited, Toronto, Ont.
- 7 St. Lawrence Steel and Wire Co. Limited, Gananoque, Ont.
- 8 Standard Machine & Tool Company Limited, Windsor, Ont.
- 9 Standard Aero Engine Limited, Winnipeg, Man.
- 10 Standard Products (Canada) Limited, Windsor, Ont.
- 11 Standard Tube & T.I. Limited, Woodstock, Ont.
- 12 Staroba Industrial Research Co. Limited, Toronto, Ont.
- 13 * Steel Company of Canada Limited, Hamilton, Ont.
- 14 Stephens-Adamson Mfg. Co. of Canada Limited, Belleville, Ont.



- 1 Sterne, G.F. & Sons Limited, Brantford, Ont.
2 * Studebaker-Packard of Canada Ltd., Hamilton, Ont.
3 Sunbeam Corporation (Canada) Limited, Toronto, Ont.
4 Supreme Aluminum Industries Limited, Toronto, Ont.
5 Switson Industries Limited, Welland, Ont.
6 Sykes Tool Corporation Limited, Toronto, Ont.
7
8 Thompson Products Limited, St. Catharines, Ont.
9 Thor-Canadian Company Limited, Toronto, Ont.
10 Toronto Iron Works Limited, Toronto, Ont.
11 Timken Roller Bearing Company, St. Thomas, Ont.
12 Trans-Canada Air Lines, Montreal, Que.
13 Truck Engineering Limited, Woodstock, Ont.
14 Truscon Steel Company of Canada Limited, Walker-
15 ville, Ont.
16
17 Union Drawn Steel Company Limited, Hamilton, Ont.
18 United Steel Corporation Limited, Welland, Ont.
19
20 Vancouver Iron Works, Limited, Vancouver, B.C.
21 Vapor Car Heating Company of Canada Limited,
22 Montreal, Que.
23 Viceroy Manufacturing Company Limited, West Toronto,
24 Ont.
25 Volta Manufacturing Company Limited, Welland, Ont.
26
27 Wallaceburg Brass Limited, Wallaceburg, Ont.
28 Welland Vale Manufacturing Company Limited, St.
29 Catharines, Ont.
30 Westeel Products Limited, Toronto, Ont.
Western Clock Company Limited, Peterborough, Ont.
Western Flyer Coach Limited, Winnipeg, Man.
Whiting Corporation (Canada) Limited, Toronto, Ont.
Wickman, A.C. (Canada) Limited, Toronto, Ont.
Williams and Wilson Limited, Montreal, Que.
Winnipeg Free Press, Winnipeg, Man.

Young, L.A. Industries of Canada Limited, Windsor,
Ont.

SUSTAINING PERSONAL MEMBERS

- Biggar, Mr. Ralph
Black, Mr. G.M. Jr.
Cavey, Col. Geo. W.
Cumberland, Brig. Ian N.
Davis, Mr. C.R.
Farnham, Dr. G.S.
MacDonald, Mr. C.E.



MacRae, Col. D.F.
Patrick, Brig. L.
Sanders, Mr. L.J.R.

PERSONAL MEMBERS

Bradford, Mr. Kenneth J.
Burke, Mr. L.A.
Chipman, Mr. S.G.
Craig, Mr. John A.D.
Elliott, Capt. John M.
Hannen, Mr. C. Scott
Hendy, Mr. Robert I.
Hill, Mr. P.R.
Howard, Maj. Gen. G.B.
Middleton, Air Vice-Marshal E.E.
Olver, Albert S.
Pitt, Major C.B.
Paymant, Mr. F.G.
Riley, Lt. Col. W.C.
Shaw, W.H.
Smart, Mr. S.J.
Somers, Mr. N.D.
Swabey, Mr. Allan.
Thompson, Col. H.G.
Thompson, Mr. L.C.
Umphrey, Mr. H.W.
Wardle, Mr. P.J.
Watson, Mr. M.J.

Landrian, Mr. L.A.
Sherwood, Mr. H.M.

Corporate Sustaining	49
Corporate	211
Personal Sustaining	10
Personal	26



1 ---EXHIBIT NO. 79: Pamphlet on The Canadian Indus-
2 trial Preparedness Association
3 --its aims and objects, members
4 of Council, officers and direc-
5 tors.

6 EXHIBIT NO. 79

7 CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATION

8 MEMBERSHIP

9 in the

10 CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATION

11 means

12 ACTIVE PARTICIPATION

13 in

14 INDUSTRIAL PREPAREDNESS

15 for the

16 COMMON DEFENCE

17
18
19 The Aims and Objects of the Canadian Industrial
20 Preparedness Association

21 The Canadian Industrial Preparedness Association was
22 incorporated as The Canadian Ordnance Association
23 by letters patent dated November 17th, 1947.

24 The aims, objects and powers of the Associa-
25 tion can be stated best by the following direct
26 quotation from the memorandum of Agreement accom-
27 panying the application for incorporation:--

- 28 1. (a) To assist in effecting scientific
29 and industrial preparedness for defence;
30 (b) To promote mutual understanding and



1 effective co-operation between Canadian indus-
2 try, technicians and scientists with the
3 active and reserve armed forces;

4 (c) To provide a medium for the pooling of
5 the experience of industry, the armed forces
6 and veterans of previous wars for the proper
7 and efficient equipment of the armed forces;

8 (d) To provide, when required, the services
9 of competent and experienced committees to
10 investigate and report on special ordnance and
11 mechanical subjects;

12 (e) To encourage programs for the adequate
13 understanding of the design, procurement, pro-
14 duction, storage, distribution, transportation,
15 repair and maintenance of defence equipment
16 and other related phases of national prepared-
17 ness, including those new developments of
18 logistics required by modern military strategy
19 and tactics;

20 (f) To promote the organization of groups
21 of individuals who have a specialized know-
22 ledge of the requirements of the armed
23 forces, methods of production and production
24 facilities on whom the duty of design supply
25 and production would fall in the event of
26 a national emergency.

27 (g) To enter into any arrangements with
28 any authorities or person or persons, gov-
29 ernmental, municipal, local, institutional
30



1 or otherwise, that may seem conducive to the
2 objects of the Association, or any of them,
3 and to obtain from such authority or person or
4 persons, or any of them, any rights, privileges,
5 and concessions which the Association may
6 think it desirable to obtain, and to carry out,
7 exercise and comply with any such arrangements,
8 rights, privileges and concessions.

9 (h) To print, publish, conduct and dispose
10 of by sale or otherwise, books, pamphlets,
11 scripts, magazines, maps, charts, show-cards,
12 badges, buttons and illustrations.

13 (i) To act as special agents for news syn-
14 dicates, publishers and printers and to supply
15 news to newspapers throughout Canada and else-
16 where;

17 (j) To prepare, acquire or purchase and dis-
18 pose of any literary and scientific transla-
19 tions or compositions, as well as syndicate
20 articles for simultaneous publication or
21 otherwise, and correspondence, special or
22 syndicate, manuscript or telegraph;

23 2. Committees are being organized in two groups,
24 one dealing with materials including strategic and
25 critical items as well as such groups as Iron and
26 Steel, non-ferrous metals, textiles, chemicals,
27 etc. The other group of committees will deal
28 with problems concerning end products such as Auto-
29 motive Equipment, Ammunition, Aircraft, Ship-
30



1 building, etc. These committees will consider such
2 problems as may be referred to them and make such
3 recommendations as they see fit through the Council
4 of the Association and thence to the Department af-
5 fected. The membership of committees will include
6 appropriate representatives of the Armed Services,
7 as well as representatives of the industry concerned.

8 3. Liaison with the Armed Services will be facili-
9 tated by the arrangement of visits of industrial
10 groups to Service and Arsenal establishments and
11 visits of active and reserve Service Officers to
12 appropriate industrial establishments, as well as by
13 local and/or sectional meetings of Association
14 members.

15 4. Information and opinions, on pertinent Defence
16 matters will be circulated by means of a monthly
17 Bulletin and the publication of special information
18 as may be necessary.

19 5. It is unnecessary at this juncture to over-
20 emphasize the part to be played by Industry in any
21 National plans for defence. With the experiences
22 of the last war fresh in the minds of all when in-
23 dustry was faced with the production of weapons,
24 material and supplies of types with which it was
25 wholly unfamiliar, in unforeseen and unprecedented
26 quantities, it is evident that adequate planning
27 during peacetime is the only possible insurance
28 against delay in inordinate cost in men, materials
29 and money should another emergency occur.
30



1 6. The Canadian Industrial Preparedness Associa-
2 tion furnishes the means and the method by which
3 adequate planning can be achieved.

4 7. There are two classes of Company membership;
5 firstly Sustaining Corporate Membership, and secondly
6 Company Membership.

7 (a) The Sustaining Corporate Membership,
8 the fees for which are set at a minimum of
9 \$250.00 per year, was designed to include the
10 larger Canadian industrial organizations, in
11 the field of prime contracting, whose resources
12 and activities are such they could assist to
13 a greater extent by financial and other sup-
14 port, in attaining the aims and objects of the
15 Association.

16 (b) The Company Membership, the fees for
17 which are set at a minimum of \$50.00 per
18 year, was designed to permit the inclusion
19 of smaller companies whose field, generally
20 speaking, would be component manufacture or
21 sub-contracting.

22 (c) Each of the above memberships permits
23 the nomination of five individuals to repre-
24 sent the company in the Association, and to
25 receive The BULLETIN and other publications
26 issued by the Association.

27 (d) Provision has also been made to per-
28 mit individuals to join the Association.
29 There is a Sustaining Personal Membership
30



1 with a membership fee of \$25 per year, and
2 also a Personal Membership with a fee of \$4
3 per year.
4

6 MEMBERS OF COUNCIL

7
8 PRESIDENT

9 Mr. J.C. Armer - - - - - Toronto, Ont.

10 VICE-PRESIDENTS

11 Mr. A.P. Craig - - - - - Hamilton, Ont.
12 Mr. T.R. McLagan - - - - - Montreal, Que.
13 Mr. E.C. Row - - - - - Windsor, Ont.
14 Mr. J.I. Simpson - - - - - Toronto, Ont.

15 SECRETARY-TREASURER

16 Mr. F.W. Bruce - - - - - Montreal, Que.

17 DIRECTORS

18 Mr. E. Barker - - - - - Toronto, Ont.
19 Mr. R.M. Brophy - - - - - Toronto, Ont.
20 Mr. V.M. Drury - - - - - Montreal, Que.
21 Mr. F.G. Ferrabee, OBE - - - Montreal, Que.
22 Mr. R.S. Hart - - - - - Hamilton, Ont.
23 Col. M.P. Jolley, OBE - - - Toronto, Ont.
24 Mr. J.G. Morrow, MBE - - - Hamilton, Ont.
25 Mr. J.G. Notman - - - - - Montreal, Que.
26 Mr. T.H. Rahilly - - - - - Toronto, Ont.
27 Mr. W.J.W. Reid - - - - - Hamilton, Ont.
28 Col. Victor Sifton, CBE, DSO Winnipeg, Man.
29 Mr. J.E. Simard, OBE - - - Sorel, Que.
30 Mr. F.T. Smye - - - - - Toronto, Ont.
Mr. Harold Turner - - - - - Toronto, Ont.
Mr. J.V. Young, CB, CBE - - Hamilton, Ont.

EXECUTIVE VICE-PRESIDENT
and GENERAL MANAGER

Maj.-Gen. G.B. Howard, CBE. Montreal, Que.

Head Office:

CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATION
1410 Stanley Street, Room 502,
Montreal, P.Q.

CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATIONOFFICERS and DIRECTORS1954 - 1955

1			
2			
3			
4			
5	Mr. I.F. McRae	Vice-President	President
6		Canadian General Elec-	
7		tric Co. Ltd.	
8		212 King Street West,	
9		Toronto, Ontario	
10	Mr. J.G. Morrow	Metallurgical Engineer,	Vice-
11		Steel Company of	President
12		Canada,	
13		Hamilton, Ontario.	
14	Mr. J.S. Vander-	President,	Vice-
15	ploeg	Anaconda American	President
16		Brass Limited,	
17		New Toronto, Ontario.	
18	Mr. H.A. Wallace	Vice-President,	Vice-
19		Yarrows Limited,	President
20		Victoria, B.C.	
21	Mr. Paul S. White	Vice-President and	Vice-
22		Gen.Sales Manager,	President
23		Aluminum Company of	
24		Canada Ltd.,	
25		1700 Sun Life Bldg.,	
26		Montreal, Quebec.	
27	Col. O.H.Barrett	President,	Secretary-
28		Canadian Vickers Ltd.,	Treasurer
29		P.O. Box 550, Place	
30		d'Armes Station,	
		Montreal, Quebec.	
	Mr. J.C. Armer	Vice-President,	Director
		Dominion Forge Co. Ltd.,	
		801-3 Montreal Trust Bldg.,	
		67 Yonge Street,	
		Toronto, Ontario	
	Mr. G.S. Braden	President and Managing	Director
		Director,	
		Canada Cycle & Motor Co.Ltd.,	
		Weston, Ontario.	
	Mr. E.J. Cosford	President,	Director
		Canadian Car & Foundry	
		Company Ltd.,	
		621 Craig Street West,	
		Montreal, Quebec	



1			
2	Mr. Hugh A. Crombie	Vice-President and Treasurer, Dominion Engineering Works Ltd., P.O. Box 220, Montreal, Quebec	Director
3			
4			
5	Mr. T.J. Emmert	Executive Vice-President, Director Ford Motor Co. of Canada Ltd., Windsor, Ontario.	
6			
7	Mr. P.C. Garratt	Vice-President and Manag- Director ing Director, The de Havilland Aircraft Co. of Canada Limited, Downsview, Ontario.	
8			
9			
10	Mr. W.S. Kirkpatrick	Vice-President, Consolidated Mining & Smelting Co. of Canada Ltd., 215 St. James St. West, Montreal, Quebec.	Director
11			
12			
13	Mr. T.R. McLagan, O.B.E.	President, Canada Steamship Lines Limited, 759 Victoria Square, Montreal, Quebec.	Director
14			
15			
16	Mr. J.G. Notman, O.B.E.	President, Canadair Limited, P.O. Box 6087, Montreal, Quebec.	Director
17			
18			
19	Mr. T.A. Rice	Vice-President, International Harvester Co. of Canada Limited, Hamilton, Ontario	Director
20			
21	Mr. H.H. Rogge	President, Canadian Westinghouse Co. Limited, Sanford Avenue North, Hamilton, Ontario.	Director
22			
23			
24	Mr. W.T.D. Ross	Vice-President, Canadian Industries (1954) Limited, Montreal, Quebec.	Director
25			
26			
27	Mr. J.E. Simard, O.B.E.	President, Sorel Industries Limited, Sorel, Quebec.	Director
28			
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30			



1	Mr. J.I. Simpson	Chairman of the Board, Dunlop Canada Company Limited, 870 Queen St. East, Toronto 8, Ontario.	Director
2			
3			
4	Mr. A.E.R. Turner	Managing Director, The John Bertram & Sons Co. Ltd., 15 Hatt Street, Dundas, Ontario	Director
5			
6			
7			
8			
9	Maj. Gen. G.B. Howard, C.B.E.	Canadian Industrial Pre- paredness Association, Room 302, 1410 Stanley Street, Montreal, Quebec	Executive Vice- President and General Manager
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---EXHIBIT NO. 80: Rate Changes 1949-1955, Clarke
Steamship Company Limited.

EXHIBIT NO. 80 TO ROYAL COMMISSION ON COASTING TRADE

BY

CLARKE STEAMSHIP COMPANY LIMITED

RATE CHANGES 1949 to 1955.

GROUP "A"	FROM	TO											% OF INC. 1955 OVER 1949
			1949	1950	1951	1952	1953	1954	1955				
Class 5 or 45	Windsor, Ont. Toronto, Ont.	St. John's, Nfld. St. John's, Nfld.	145 130	168 150	170 150	175 154	175 154	157 133	181 145	24.8 11.5			
GROUP "B"			1949	1950	1951	1952	1953	1954	1955				
Class 5 or 45	Montreal, Que.	St. John's, Nfld.	121 131	140 145	117 131	137	159	155	146	20.			
GROUP "C"			1949	1950	1951	1952	1953	1954	1955				
Class 5 or 45	Windsor, Ont. London, Ont. Toronto, Ont.	St. John's, Nfld. St. John's, Nfld. St. John's, Nfld.	155 151 140	186 181 163	158 153 140	177 171 157	185 179 164	216 209 192	163 156 139	24. 12 1/2 7			

GENERAL FREIGHT RATE INCREASE DURING THIS PERIOD

63.7



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NOTES:-- GROUP "A" - All water rates (Lake Freight Association)

GROUP "B" - All water rates (Clarke Steamship Co. Ltd.)

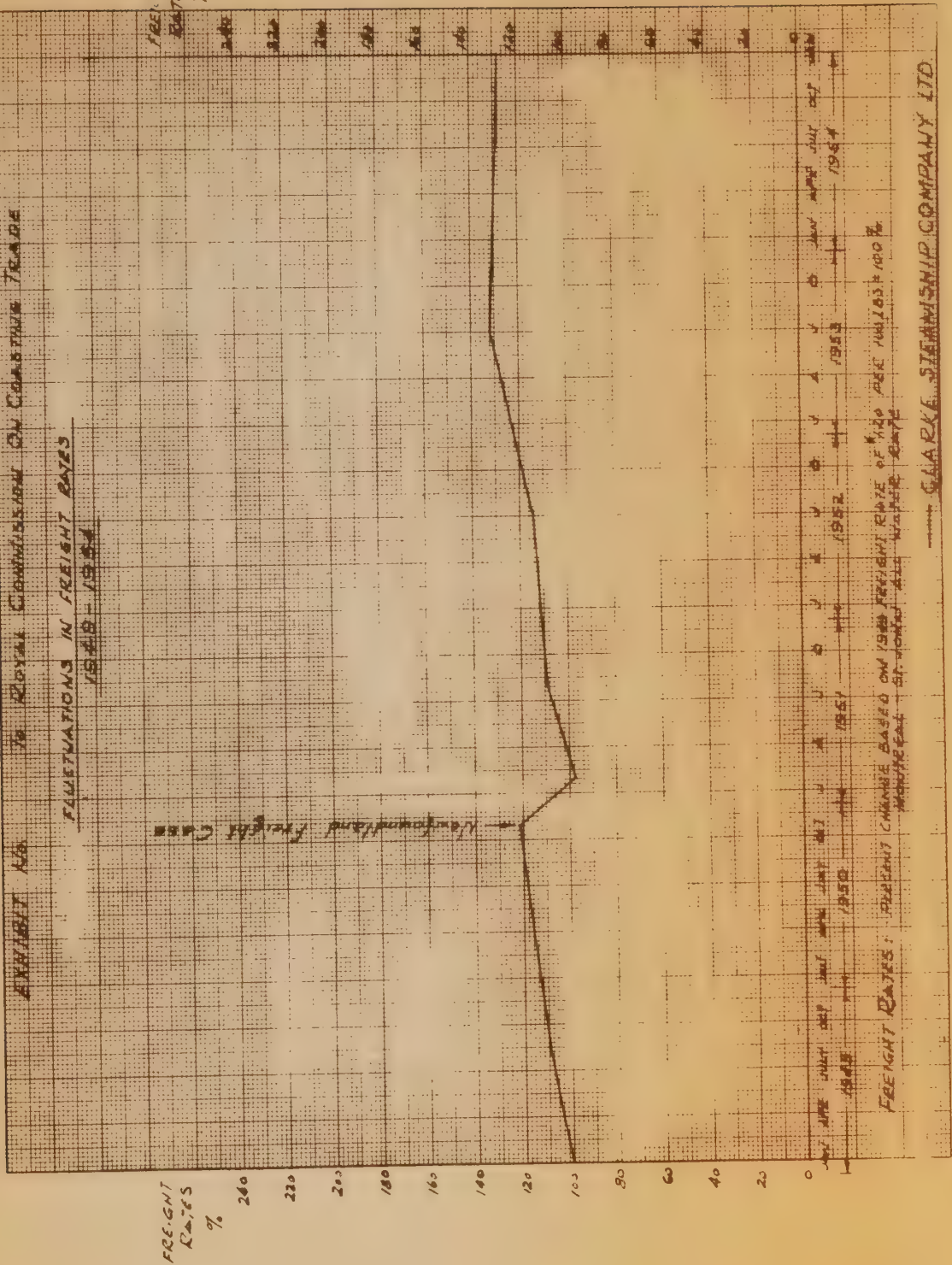
GROUP "C" - Rail and water rates (C.P.R. - C.N.R. and Clarke Steamship Co. Ltd.)

"C" - Competitive rates.

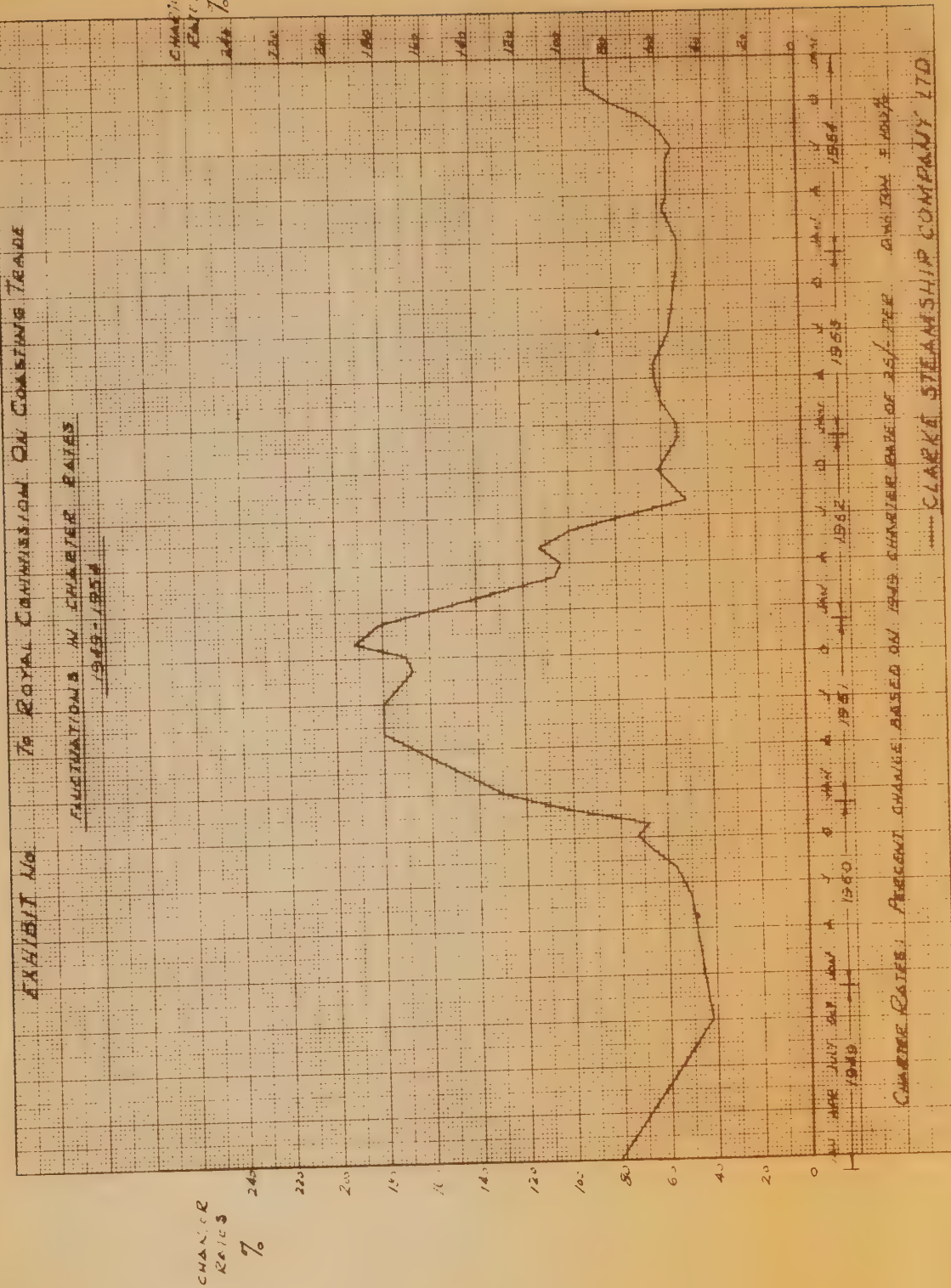
Montreal, Que.

October 6, 1955.

HUGHES OWENS 315 M-METRIC



HUGHES OWENS 315-M-METRIC





---Exhibit No. 83: Document showing comparative retail prices and freight charges at St. John's, Newfoundland, presented by Clarke Steamship Company Limited.

EXHIBIT NO. 83

TO

ROYAL COMMISSION ON COASTING TRADE

BY

CLARKE STEAMSHIP COMPANY LIMITED

Item	Retail Selling Price, St. John's, Nfld. Sept. 20/ 55.	Water Freight Charges per Unit Mtl. to St. John's, Nfld.	Freight Charges as % of Retail Selling Price at St. John's, Nfld.
<u>GROCERIES</u>			
Butter 1 lb.	.71	A.Q. .018	2.5%
Milk 6-16 oz. tins	.87	A.Q. .184	21.1%
Sugar 1 lb.	.10	A.Q. .006	6.0%
Coffee 1 lb.	1.18	A.Q. .018	1.5%
Rice 1 lb.	.21	A.Q. .013	6.2%
Pea Beans 1 lb.	.17	A.Q. .010	5.9%
Flour 7 lb. bag	.55	A.Q. .056	10.2%
Potatoes 1 lb.	.05	A.Q. .010	20.0%
Carrots 1 lb.	.09	A.Q. .010	11.1%
Oranges 1 doz.	.69	A.Q. .075	10.9%
Apples 3 lbs.	.26	A.Q. .055	21.1%
Tomatoes 2-28 oz. tins	.61	A.Q. .055	9.0%
Pickles 1-16 " "	.40	A.Q. .023	5.7%
Tomato juice 2-20 " "	.39	A.Q. .040	10.2%
Peaches 1-15 " "	.21	A.Q. .014	6.7%
Pears 1-20 " "	.31	A.Q. .019	6.1%
Pork & Beans 2-20 " "	.53	A.Q. .040	7.5%
Spaghetti 2-15 " "	.35	A.Q. .029	8.3%
<u>MEATS</u>			
Ham-Maple Leaf 1 lb.	1.15	A.Q. .025	2.2%
Bacon-Maple Leaf 1 lb.	.79	A.Q. .025	3.2%



		Retail Selling Price, St. John's, Nfld.	Water Freight Charges per Unit Mtl. to St. John's, Nfld.	Freight Charges as % of Retail Selling Price at St. John's, Nfld.
	Item			
1	Chicken -			
2	Eviscerated 1 lb.	.90	A.Q. .025	2.8%
3	Rib Roast 1 lb.	.81	A.Q. .025	3.1%
4	Leg Lamb 1 lb.	.85	A.Q. .025	2.9%
5	Liver-Calf 1 lb.	1.15	A.Q. .025	2.2%
6	Kidney-Beef 1 lb.	.33	A.Q. .025	7.6%
7	Bologna 1 lb.	.38	A.Q. .025	6.6%
8	Sliced Ham 1 lb.	1.19	A.Q. .025	2.1%
9				
10	<u>FURNITURE</u>			
11	Washing Machine - G.E.			
12	MM61 - 145 lbs.	214.00	C.L. 2.16	1.01%
13	Refrigerator - G.E.			
14	JLB-98M - 290 lbs.	374.95	C.L. 5.27	1.40%
15	Range - Spacemaker -			
16	G.E. RS-42 - 216 lbs.	235.50	C.L. 3.92	1.66%
17	Radio - R.C.A. - Nipper-			
18	V - 5 lbs.	24.95	C.L. .11	0.44%
19	Combination Radio			
20	R.C.A. VA-350 - 29 lbs.	139.50	C.L. .67	0.48%
21	T.V. Townsman -			
22	Mahogany 21T165 -			
23	88 lbs.	259.95	C.L. 2.03	0.78%
24	Toaster - Westing-			
25	house TP-22	27.45	C.L. .11	0.04%
26	Mattress - Simmons -			
27	4'6" Beautyrest -			
28	90 lbs	89.50	C.L. 1.63	1.82%
29	Pillow - Simmons -			
30	Beautyrest - 4 lbs.	24.50	C.L. .11	0.45%
	<u>CLOTHING</u>			
	Shoes - Womens -			
	Hodges 1½ lbs.	10.00	L.C.L. .03	.30%
	Shoes - Mens -			
	Slater 3 lbs.	10.00	L.C.L. .07	.70%
	Suits - Mens -			
	Society			
	Brand 3½ lbs.	50.00	L.C.L. .08	.16%
	Dresses -			
	Womens -			
	Mabelle 1 lb.	20.00	L.C.L. .02	.10%



Item	Retail Selling Price, St.John's, Nfld. Sept.20/ 55.	Water Freight Charges per Unit Mtl. to St.John's, Nfld.	Freight Charges as % of Retail Selling Price at St.John's, Nfld.
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BUILDING MATERIALS

Asbestos Shingles -

White Cedar Grain-

175 lbs. per Square

17.50

A.Q. 1.19

6.80%

Asphalt Shingles -

210 lb. Square

11.50

A.Q. 2.39

20.78%

Donnaconna Board -

4' x 8' x $\frac{1}{2}$ " - per M

690 lbs.

68.00

A.Q. 6.76

9.94%



1 ---EXHIBIT NO. 84: Cargo carried by Clarke Steam-
2 ship Company Limited and assoc-
3 iated companies during 1954,
4 in net weight tons.

5 EXHIBIT NO. 84

6 TO

7 THE ROYAL COMMISSION ON COASTING TRADE

8 BY

9 CLARKE STEAMSHIP COMPANY LIMITED

10
11 CARGO CARRIED BY CLARKE STEAMSHIP COMPANY LIMITED AND
12 ASSOCIATED COMPANIES DURING 1954 IN NET WEIGHT TONS.

13 NEWFOUNDLAND

14	Montreal to Corner Brook	22,315
15	St. John's	33,575
16	Bay Roberts	1,925
17	St. Lawrence	127
18	Argentia	100
19	Wabana	23
20	Stephenville	1,031
21	Tilt Cove	107
22	St. Anthony	79

23 TOTAL FROM MONTREAL 59,282

24 Saint John, N.B. to St. John's, Nfld. 5,533
25 Halifax, N.S. to St. John's, Nfld. 7,067

26 TOTAL FROM MARITIMES 12,600

27 TOTAL TONNAGE TO NEWFOUNDLAND IN 1954 - 71,882

28 INWARD General Package Cargo 3,878
29 Fluorspar (ex St. Lawrence) 44,480

30 TOTAL 48,358 48,358

TOTAL CARGO TO AND FROM NEWFOUNDLAND 120,240

ALL SERVICES

General Package Cargo 178,500

Other Cargo 185,000

TOTAL CARGO CARRIED 363,500

Montreal, Que., October 6, 1955.



---EXHIBIT NO. 85: Breakdown of application of Freight Dollar on service Montreal to St. John's, Nfld., by Clarke Steamship Company Limited.

EXHIBIT NO. 85

TO

THE ROYAL COMMISSION ON COASTING TRADE

BY

CLARKE STEAMSHIP COMPANY LIMITED

BREAKDOWN OF APPLICATION OF FREIGHT DOLLAR ON SERVICE MONTREAL TO ST. JOHN'S, NEWFOUNDLAND

- NOTES: 1. Based on direct service to St. John's with no bulk return cargo.
2. No passenger revenue included.
3. Figures based on 1954 operations and rates.

1. HANSA TYPE 3500-TON DEADWEIGHT 165,000 CU.FT. VESSEL

- (a) Based on same average tonnage as moved in 1954.

	<u>CANADIAN</u> (S.S. NOVAPORT)	<u>BRITISH</u> (S.S. SHELDRAKE)
Operation of vessel	.450	.370
Montreal Terminal Expenses	.173	.173
St. John's Terminal Expenses	.267	.267
Cargo Insurance, Claims, Sundry	.055	.055
Administration, Cargo Solicitation & Profit	.055	.055
Available for profit or rate reduction	<u>-</u> 1.00	<u>.080</u> *



1	(b) Based on 20% increase in average tonnage		
2	<u>carried</u>		
3	Additional Amount Avail-		
4	able for Rate Reduction		
5	Over (a)	.075 *	.062 *
6	2. NEW DIESEL 3800-TON DEADWEIGHT 240,000 CU.FT.		
7	<u>VESSEL BUILT IN GREAT BRITAIN</u>		
8	(a) Based on same average tonnage as moved		
9	in 1954.		
10		<u>CANADIAN</u>	<u>BRITISH</u>
11		(New Diesel)	(New Diesel)
12	Operation of vessel	.507	.456
13	Montreal Terminal Expenses	.173	.173
14	St. John's Terminal Ex-		
15	penses	.267	.267
16	Cargo Insurance, Claims,		
17	Sundry	.055	.055
18	Administration, Cargo Solici-		
19	tation and Profit.	.055	.055
20	Available for Profit or		
21	Rate Reduction	<u>(.057)</u> *	<u>(.006)</u> *
22		1.00	1.00
23	(b) Based on 20% increase in average tonnage		
24	<u>carried</u>		
25	Additional amount available		
26	for rate reduction		
27	(Over (a))	.084 *	.076 *
28	(c) Based on 40% increase in average tonnage		
29	<u>carried</u>		
30	Additional amount available		
31	for rate reduction		
32	Over (a)	.145 *	.130 *
33	(d) If Vessel is built in		
34	Canadian yard, amount		
35	available for rate reduction		
36	would be decreased by	(.107) *	-
37	() - Deficit		
38	Montreal, P.Q., September 30, 1955.		



---EXHIBIT NO. 86: Breakdown of application of Freight Dollar on service Montreal to St. John's, Nfld., (operating at distressed rates and bare cost), by Clarke Steamship Company Limited.

TO

THE ROYAL COMMISSION ON COASTING TRADE

BY

CLARKE STEAMSHIP COMPANY LIMITED

BREAKDOWN OF APPLICATION OF FREIGHT DOLLAR ON SERVICE
MONTREAL TO ST. JOHN'S, NEWFOUNDLAND

BRITISH HANSA TYPE 3500-TON DEADWEIGHT VESSEL OPERATING AT DISTRESSED RATES AND BARE COST - THAT IS:

- a) No depreciation
- b) Minimum repairs and no reserves for special survey
- c) Based on same average tonnage as moved in 1954.

Operation of Vessel	.224
Montreal Terminal Expenses	.173
St. John's Terminal Expenses	.267
Cargo Insurance, Claims, Sundry	.055
Administration, Cargo Solicitation and Profit	.055
Available Profit or Rate Reduction	<u>.226</u>
	1.00
	<u><u> </u></u>

SDC/LL
Montreal, P.Q.,
September 30, 1955.



1 ---EXHIBIT NO. 89:

Letter from Malleson Stewart
& Co., Melbourne, to Messrs.
McMillan Binch, etc., Toronto,
dated 27th September, 1955.

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7 MALLESON STEWART & CO.
Solicitors & Notaries

46 Queen Street,
MELBOURNE, C.I.
Victoria.

10 27th September, 1955.

11 Messrs. McMillan Binch Stuart Berry Dunn Corrigan
12 & Howland,
13 Barristers and Solicitors,
14 50 King Street West,
TORONTO 1.

15 Dear Sirs,

Attention Mr. Gerity

16 re Royal Commission on the Coasting Trade of
17 Canada.

18 We have your cablegram reading as follows:-

19 "REFERENCE YOUR OPINION TWENTYSEVENTH JUNE

20 "HFW/GB STOP REFERENCE LAW COMMONWEALTH

21 "AUSTRALIA CHAIRMAN COMMISSION APPARENTLY OF

22 "OPINION PROVISIONS OF YOUR STATUTE NOT PRO-

23 "MULGATED OR IN FORCE STOP PLEASE COMMENT

24 "SOONEST"

25 and confirm despatch of the following cable in re-
26 ply:

27 "ATTENTION GERITY PROVISIONS REFERRED JUNE

28 "TWENTYSEVENTH ARE IN FORCE STOP PUZZLED YOUR

29 "ADVICES AND ASSUME CHAIRMAN INFLUENCED FOOT-

30 "NOTE PAGE ONE YOUR COPY ACT STOP THIS REFERS



1 "ONLY 1953 ACT WHICH SHORT ACT ADOPTING INTER-
2 "NATIONAL SAFETY CONVENTION 1948 AND UNPRO-
3 "CLAIMED PENDING RATIFICATION CONVENTION STOP
4 "WRITING YOU ON THIS ASSUMPTION WITH EXPLANA-
5 "TION ASSIMILATION ACT."

6 The provisions referred to in our letter of
7 the 27th June are in force and we are a little puzzled
8 as to the approach of your Chairman.

9 Perhaps he is influenced by the footnote on
10 page 1 of the Act we forwarded to you.

11 This footnote, however, refers only to the
12 1953 Act which is a short Act adopting the Inter-
13 national Safety Convention 1948 and which is unpro-
14 claimed pending ratification of the Convention.

15 The copy Act which you have is not a consoli-
16 dating Act passed by Parliament but is a reprint by
17 the Crown in which is collated all the various
18 Navigation Acts passed from 1912 to date including
19 the 1953 Act which will be proclaimed so soon as
20 ratification of the Convention is complete.

21 For general assimilation of your Act you may
22 refer to the marginal references and accept it
23 that all sections are in force other than those
24 referred to No. 96 of 1953.

25 All those thus referred amendments relating
26 to the International Convention are not yet pro-
27 claimed.

28 As it happens, however, in drawing the Act
29 of 1953 the draftsman took the opportunity to make
30



1 incidental amendments which in his view would tidy
2 up the Act and sections thus amended state the present
3 law in substance although not in form since the
4 amendment is not yet actually proclaimed.

5 For example, Section 7 is one of the sections
6 to which we referred and paragraph (d) (i) of that
7 section is an amendment made by No. 96 of 1953.

8 However, this amendment makes no alteration
9 in the law.

10 Previously and in current form the exclusion
11 provided in 7(d) (i) was provided in the definition
12 of "passenger" contained in Section 6.

13 In 96 of 1953 the draftsman excluded the re-
14 ference to owner etc. in the definition of "passen-
15 ger" in Section 6 (hence the reference to 96 of 1953
16 beside that section) and placed it in 7(d) (i) (hence
17 the reference to 96 of 1953 in that section).

18 Although, therefore, in regard to Section 6
19 and Section 7 the amendments incorporated in your
20 Act are not yet proclaimed they nevertheless state
21 the present law that is in force.

22 If this has been the origin of the diffi-
23 culty of the Chairman we can well appreciate his
24 approach.

25 However, the fact is that the sections we
26 have referred to you state provisions in force
27 which represent coasting trade regulations adopted
28 and implemented in Australia.

29 The whole Act in general relates the
30



1 navigation legislation currently effective in Aus-
2 tralia. Sections referred to No. 96 of 1953 may
3 be observed to introduce requirements of the Inter-
4 national Convention for the Safety of Life at Sea
5 1948. It can be accepted that such provisions are
6 not in force and will not be proclaimed until the
7 Convention is ratified. To the extent to which the
8 sections thus noted are observed not to relate to
9 requirements of the Convention it may be accepted
10 that they represent tidying up by the draftsman
11 and state the law in force in substance if not in
12 form.

13 We trust that this clarifies the position.

14 Yours faithfully,

15
16 "Malleon Stewart & Co."
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---EXHIBIT NO. 93: Dominion Marine Association
Schedule of Daily Operating
Costs, based on actual figures
for 1951-54 operating seasons.

EXHIBIT NO. 93

DOMINION MARINE ASSOCIATION

SCHEDULE OF DAILY OPERATING COSTS

Based on actual figures for 1951, 2, 3 & 4 operating seasons.

- 0 -

	<u>Type A</u>	<u>Type B</u>
Keel length in feet -		
- range	630-680	410-440
- average	652	424
Gross tonnage		
- range	12,400-13,900	4,100-4,800
- average	12,972	4,512
Capacity in bushels of		
wheat- range	650,000-750,000	230,000-280,000
- average	677,000	256,000
Year built	Since 1950	About 1900
Average number of days operated per year. . .	200	234
Daily operating costs before depreciation. . .	1,789.00	1,002.00
Provision for depreciation	<u>1,289.00</u>	<u>260.00</u>
Daily operating costs including depreciation. <u>\$3,078.00</u>		<u>\$1,262.00</u>

NOTES AND EXPLANATIONS

1. General:

The costs for each type of ship were
calculated by adding up the actual costs for four
ships fitting the above descriptions for the 1951,



1 2,3 and 4 navigation seasons and dividing the total
2 by the total operating days of the four ships for the
3 four years. If a ship was not owned for the whole
4 period costs have been included from her date of
5 acquisition.

6 2. Allocation of costs:

7 (a) Direct costs: The following costs have
8 been included in the above calculations exactly as
9 shown on the financial statements of the various
10 companies:

11 Vessel wages
12 Fuel
13 Engine room expenses
14 Repairs and paint
15 Insurance premiums
16 Provisions
17 Steward's and mate's department
18 Tugs, pilots and canal dues
19 Port and dock charges

20 (b) Indirect costs: The following in-
21 direct costs have been prorated to the ships on a
22 percentage basis. The percentage used was total in-
23 direct overhead divided by total direct ship costs
24 excluding depreciation. Each year was considered
25 separately for this calculation:

26 Employees' welfare benefits
27 Office salaries
28 Travelling expenses
29 Telephone and telegraph
30 Rent and taxes
Sundry administrative expenses

(c) Depreciation: In the case of Type A
depreciation has been provided at the rate of 6%
per annum on cost. Type B was valued at \$225.00
per gross ton, as it was felt that this formula pro-
vided the closest approximation possible to current



1 market value. On Type B depreciation has been
2 provided at the rate of 6% per annum on the above
3 mentioned current market value.

4 (d) Interest on funded debt: Such inter-
5 est has been excluded because one company may have
6 floated a bond issue when another company raised
7 equity capital.

8 3. Descriptions and statistics:

9 The descriptive material in the above
10 table has been taken from Green's Great Lakes Direc-
11 tory, 47th Edition, 1955.

12 4. Revised union contracts:

13 The above operating costs which re-
14 flect operations for a four year period, do not give
15 full effect to the revised union contracts and re-
16 sulting increases in the wages of unlicensed seamen.
17 These contracts came into effect on September 29,
18 1953.



1 ---EXHIBIT NO. 94: List of Members of Shipping
2 Federation of Canada, as at
3 December 1954.

4
5 EXHIBIT NO. 94

6 SHIPPING FEDERATION OF CANADA

7 List of Members as at December, 1954.

8	<u>Line</u>	<u>Firm</u>
9	Alcoa Steamship Co. Inc.,	Alcoa Steamship Co. Inc.,
10		Montreal, Que.
11	Argonaut Navigation Co. Ltd.	Argonaut Navigation Co. Ltd.,
12		Montreal, Que.
13	Andros Shipping Co.Ltd.,) Kingsport Shipping Co.Ltd.)	Atlantic Shipping Agencies Ltd., Montreal, Que.
14	Fjell Line	J. Brock Shipping Co. Inc.,
15		Montreal, Que.
16	Canadian Import Company,	Canadian Import Company,
17		Montreal, Que.
18	Canadian National (West Indies) Steamships Ltd.	Canadian National (West Indies) Steamships Ltd.,
19		Montreal, Que.
20	Canadian Pacific Steamships Ltd.) Lamport and Holt Line Ltd.)	Canadian Pacific Steamships Ltd., Montreal, Que.
21	County Line Ltd.	County Line Ltd.,
22		Montreal, Que.
23	Blue Funnel Line)	
24	Cunard Donaldson & Dominion Line)	
25	Cunard Steamship Co.Ltd.) Donaldson Line Ltd.)	Cunard Steamship Co. Ltd.,
26	Elder Dempster Lines Ltd) International Freightng)	Montreal, Que.
27	Corp.)	
28	Java-New York Line) Watts, Watts & Co.Ltd.)	
29	T.A.S. DeWolf & Son Ltd.	T.A.S. DeWolf & Son Ltd.,
30		Halifax, N.S.



1	<u>Line</u>	<u>Firm</u>
2	Dominion Coal Co.Ltd.	) Dominion Coal Co. Ltd.,
3	Dominion Shipping Co.Ltd.)	Sydney, N.S.
4	R.C. Elkin, Ltd.	R.C. Elkin, Ltd., Saint John, N.B.
5	Federal Commerce & Navigation Co. Ltd.	) Federal Commerce & Navigation Co. Ltd.,
6	Canada-Levant Line	) Montreal, Que.
7		
8	Bristol City Line (Canada) Ltd.)
9	Bristol City Line)
	Cairn-Thomson Line)
10	Furness Red Cross Line	) Furness, Withy & Co. Ltd.,
	Furness Warren Line	) Montreal, Que.
11	French Line)
	Holland America Line)
12	Home Line)
	Manchester Liners Ltd.)
13	Prince Line)
14	Hudson's Bay Company	Hudson's Bay Company, Montreal, Que.
15		
	Imperial Oil Ltd.	) Imperial Oil Ltd.
16	Imperial Oil Shipping Co.)	Imperial Oil Shipping Co.,
	Ltd.	) Ltd.,
17		Toronto, Ont.
18	H.E. Kane Agencies Ltd.	H.E. Kane Agencies Ltd., Saint John, N.B.
19		
	J.T. Knight & Co. Ltd.	J.T. Knight & Co. Ltd., Saint John, N.B.
20		
21	Christensen Canadian South African Line)
22	Canada-Cuba-Mexico Line)
	Silver Line Ltd.	) Kerr Steamships Ltd.,
23	Leif Hoegh & Co. A/S	) Montreal, Que.
	Norwegian America Line)
24		
	Lunham & Moore Shipping Limited	Lunham & Moore Shipping Ltd., Montreal, Que.
25		
26		
	Transient Vessels	J.C. Malone & Co. Ltd., Three Rivers, Que.
27		
28		
29		
30		



1	<u>Line</u>	<u>Firm</u>
2	Canada South Africa Line)	
	Canada United Kingdom Line)	
3	Greek Line)	
	Hamburg Chicago Line)	March Shipping Agency Ltd.,
4	Israel-America Line)	Montreal, Que.
	Shinnihon Line)	
5	Triton Steamship Co.,Ltd.)	
6	Acadia Overseas Freighters	
	Ltd.)	I.H. Mathers & Son Ltd.,
7	I.H. Mathers & Son Ltd.)	Halifax, N.S.
8	Ellerman & Bucknall	
	Steamship Co. Ltd.)	
9	Canada Far East Line)	
	Canada India Pakistan)	McLean Kennedy Ltd.,
10	Service)	Montreal, Que.
	Head & Lord Line)	
11	Ellerman's Wilson Line)	
	Scandinavian American)	
12	Line)	
13	Montreal, Australia, New	
	Zealand Line Ltd.)	M.A.N.Z. Line Ltd.,
14		Montreal, Que.
15	Allied Steamship Lines	
	Ltd.)	
16	Canada Continental Line)	
	Ltd.)	
17	Canada Mediterranean Line)	Montreal Shipping Co.,Ltd.,
	Ltd.)	Montreal, Que.
18	Capo Line)	
	Montship Lines Ltd.)	
19	Moore McCormack Lines, Inc.)	
20	Australia-New Zealand	
	Line Ltd.)	New Zealand Shipping Co.,
21		Ltd.,
		Montreal, Que.
22	Northern Seaboard Agencies	
	Ltd.)	Northern Seaboard Agen-
23		cies Ltd.,
		Montreal, Que.
24	Pickford & Black Ltd.	
		Pickford & Black Ltd.,
25		Halifax, N.S.
26	Quebec Steamship Lines	
	Ltd.)	Quebec Steamship Lines
27	Dingwall Shipping Co.)	Ltd.,
	Ltd.)	Montreal, Que.
28		
29		
30		



1	<u>Line</u>	<u>Firm</u>
2	Compania Anonima Venezo-	
3	lana de Navegacion)	
4	Flota Mercante Grancolom-	Robert Reford Co. Ltd.,
5	biana, S.A.)	Montreal, Que.
6	Maersk Line)	
7	Newfoundland-Canada Steam-	
8	ships Ltd.)	
9	Fabre Line)	
10	Saguenay Terminals Ltd.)	Saguenay Terminals Ltd.,
11	Scindia Steam Navigation)	Montreal, Que.
12	Co. Ltd.)	
13	Swedish Chicago Line)	
14	Shell Canadian Tankers)	
15	Ltd.)	Shell Canadian Tankers Ltd.,
16	Deep Sea Tankers Ltd.)	Toronto, Ont.
17	Shell Oil Co. of Canada)	
18	Ltd.)	Shell Oil Co. of Canada Ltd.,
19		Toronto, Ont.
20	Ahlmann Trans-Caribbean	
21	Line)	
22	Argentine State Line)	
23	McColl Frontenac Oil)	
24	Tankers)	
25	British American Oil Tan-	
26	kers)	Shipping Limited,
27	Sun Oil Tankers)	Montreal, Que.
28	Irish Shipping Limited)	
29	Oranje Line)	
30	South African Marine Corp.)	
)	
	Thorden Lines)	
	Sincennes-McNaughton	Sincennes-McNaughton Line
	Line Ltd.	Ltd.,
		Montreal, Que.
	Swedish American Line	Swedish American Line,
		Montreal, Que.
	Transient Vessels	St. Lawrence Freighting
		Corp. Ltd.,
		Montreal, Que.
	American Pioneer Line	United States Lines Co.
		(Canada) Ltd.,
		Montreal, Que.
	F.K. Warren Ltd.	F.K. Warren Ltd.,
		Halifax, N.S.



1 ---EXHIBIT NO. 97: Document entitled "Nature of
2 the Relationship between
3 Canada's Purchases from the
4 United Kingdom and Canada's
5 Sales to the United Kingdom"

6
7 EXHIBIT NO. 97

8
9 NATURE OF THE RELATIONSHIP BETWEEN
10 CANADA'S PURCHASES FROM THE UNITED
11 KINGDOM AND CANADA'S SALES TO THE
12 UNITED KINGDOM

13 During all of the past sixty-five years
14 (that is, since about 1890) it has been character-
15 istic of the trade in merchandise between the
16 United Kingdom and Canada, that the United Kingdom
17 bought considerably larger quantities of merchandise
18 from Canada than Canada bought from the United
19 Kingdom.

20 The table which follows (taken from serial
21 records in The Canada Year Book, and from the
22 Review of Foreign Trade, calendar year 1954) sets
23 forth the relationship.

24 (See following page for table)
25
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U. K. MERCHANDISE TRADE WITH CANADA

(averages of decades)

	<u>Exported</u> <u>from U. K.</u>	<u>Imported</u> <u>into U. K.</u>	<u>"Unfavourable"</u> <u>Balance</u>	<u>Exports</u> <u>as Per-</u> <u>centage</u> <u>of Im-</u> <u>ports</u>
	(millions of Canadian dollars)			
1890-99	\$ 36.8	\$ 62.7	\$ 25.9	58.7%
1900-09	61.6	110.1	48.5	55.9
1910-19	102.2	357.1	254.9	28.6
1920-29	169.0	388.4	219.4	43.5
1930-39	119.7	284.4	164.7	42.1
1940-49	184.7	791.9	607.2	23.3
1950-54	406.2	637.3	231.1	63.7

It was thus necessary for the United Kingdom, throughout this period, to procure dollars from one source or another, with which to cover the merchandise deficit.

In part, these dollars have been obtained from Canada directly, either as a result of earlier investments in Canada producing dollar dividend or interest payments to residents in the United Kingdom; or by the rendering of shipping services and financial services by the United Kingdom to Canada, or entertainment of Canadian tourists in the United Kingdom.

But seldom, if ever, have dollars thus been obtained directly from Canada, in quantities large enough to cover the merchandise deficit. In the result, it has been necessary for the United Kingdom to procure additional dollars, by means of multilateral transactions with many countries all over the World, possessing dollars.

This has been the case, in time of peace,



1 both before and after the pound sterling was
2 brought under foreign exchange control.

3 Details of the settlement achieved in 1954
4 are shown hereunder.

5 Financing by the United Kingdom of her Current
6 Obligations to the Dollar Area.

7 On current account in 1954, the United
8 Kingdom bought about \$283 millions more of goods
9 and services from the Dollar Area than she was able
10 to pay for by selling her own exports of goods
11 and services to the Dollar Area.

12 At the same time, the United Kingdom
13 increased her net capital assets in the Dollar
14 area, by about \$25 millions.

15 Over-all in that year, the two changes
16 resulted in a final obligation to the Dollar Area,
17 of about \$308 millions, on the current and capital
18 accounts, combined.

19 Where did the United Kingdom get the dollars
20 required in order to discharge this obligation?

21 An authoritative answer to the question may
22 be found in the Balance of Payments Yearbook
23 published by the International Monetary Fund
24 (Volume VI, United Kingdom, page 8, May, 1955).
25 The British balance of payments is described
26 there in five pages of figures and three pages
27 of text. These are now submitted as Exhibit "X".
28

29 Both figures and text contain a great
30 deal of detail. Very much simplified, the story



1 which they tell is as follows:-

2 The United Kingdom financed her obligation,
3 in gold or dollar, to the Dollar Area by means
4 of the "favourable" net balances of payments which
5 she maintained in 1954, with a number of countries
6 in other monetary groups, particularly the
7 Sterling Area.

8 Financial Relationships with Countries in
9 Other Areas.

10 The several Areas within which the various
11 trading countries concerned have been grouped,
12 for purposes of record, in the Balance of Payments
13 Yearbook are:- the Dollar Area; Sterling Area;
14 Organization for European Economic Co-operation
15 (O.E.E.C.) Countries and Dependencies; Other
16 Western Hemisphere; and Other Countries.

17 The relationship of the balance of payments
18 of the United Kingdom with the last-named group,
19 Other Countries, is of the same character as her
20 relationship with the countries in the Dollar Area:
21 that is to say, vis-a-vis the countries in this
22 Group, the United Kingdom found herself in 1954
23 faced with a net obligation, over-all, to be
24 met by the tender of gold or foreign exchange
25 acceptable to them.

26 The position with reference to these Other
27 Countries is here set forth in terms of the pound
28 sterling. On current account in 1954, the United
29 Kingdom bought about £37 millions more of goods
30



1 and services from these Other Countries, taken
2 together, than she was able to pay for, by selling
3 her own exports of goods and services to them.

4 At the same time, the United Kingdom
5 increased her net capital assets in these Other
6 Countries, taken together, by about £11 millions.

7 Over-all in that year, this resulted in a
8 final obligation to these Other Countries, of
9 about £48 millions, on the current and capital
10 accounts combined.

11 With the three remaining groups of countries -
12 Sterling Area, O.E.E.C. Members and Dependencies,
13 and Other Western Hemisphere - the relationship
14 of the balance of payments of the United Kingdom
15 was otherwise. In respect of each group, there
16 resulted from the transactions of 1954 a final
17 obligation in favour of the United Kingdom, to be
18 discharged (of course) by the debtor countries in
19 gold or foreign exchange acceptable to the United
20 Kingdom.

21 For example, with all of the countries in
22 the Sterling Area, taken together, the United
23 Kingdom had a favourable balance on current
24 account, of about £269 millions: that is to say,
25 these countries bought goods and services from
26 the United Kingdom, which cost them £269 millions
27 more than they were able to pay for, by selling
28 their own exports of goods and services to the
29 United Kingdom.
30



1 But at the same time, the United Kingdom
2 increased her capital assets in other countries
3 belonging to the Sterling Area, by about £153
4 millions.

5 Over-all in that year, the two changes thus
6 produced a net credit of £116 millions in favour
7 of the United Kingdom, from the countries in the
8 Sterling Area.

9 Similarly, the United Kingdom sold £31 millions
10 more of goods and services to O.E.E.C. Countries
11 and Dependencies, taken together, then they were
12 able to pay for, by selling their own exports of
13 goods and services to the United Kingdom.

14 As in the case of the Sterling Area countries,
15 so did the United Kingdom increase (by about £16
16 millions) her capital assets in this O.E.E.C.
17 group of countries also.

18 The net result of the two movements was a
19 credit of £15 millions due to the United Kingdom
20 from O.E.E.C. Members and their Dependencies.

21 The nature of the relationship of the United
22 Kingdom with other countries of the Western
23 Hemisphere was somewhat different, but the final
24 result was the same: the United Kingdom achieved
25 a favourable net balance on current and capital
26 accounts combined.

27 In that year, the United Kingdom bought
28 from this group of countries about £2 millions
29 more of goods and services than she was able to
30



1 pay for, by selling her own exports of goods and
2 services to them.

3 At the same time, however, the United Kingdom
4 reduced her net capital assets in these other
5 countries of the Western Hemisphere, by about 29
6 millions.

7 The over-all effect on the balance of pay-
8 ments of the United Kingdom with Other Western
9 Hemisphere as a group was to produce a net credit
10 balance of £ 27 millions in favour of the United
11 Kingdom.

12 In summary, the United Kingdom had, in 1954,
13 an unfavourable balance of payments with two groups
14 of countries: the Dollar Area, and the countries
15 grouped under the heading, Other Countries. At
16 the same time, she had a favourable balance of
17 payments with the Sterling Area, O.E.E.C. Countries
18 and Dependencies, and Other Western Hemisphere.

19 Because the United Kingdom was a debtor to
20 some countries, and a creditor to others; and
21 because the debtors were obliged to make payments
22 in gold or foreign exchange acceptable to the
23 United Kingdom; each of the creditor countries
24 was enabled also to be paid in convenient form,
25 by the United Kingdom, the sum to which it was
26 entitled.

27 Outcome of the Financial Transactions in Brief.
28

29 The story of the final settlement, based
30 on the data in the I.M.F. Balance of Payments



1 Yearbook, follows:

2 In settlement of her net credit balance with
3 the Sterling Area, the United Kingdom received
4 about \$325 millions, or the equivalent in gold.

5 Moreover, the United Kingdom purchased from
6 the Sterling Area additional \$140 millions, for
7 which she paid in "other" currency, presumably
8 pound sterling.

9 The United Kingdom thus acquired \$465
10 millions as a result of her transactions with the
11 Sterling Area alone.

12 Further \$59 millions were paid to the United
13 Kingdom by other countries of the Western Hemisphere
14 in partial settlement of the over-all credit
15 balance which the United Kingdom had vis-a-vis
16 this group.

17 This increased to \$524 millions the total
18 "fund" of dollars and gold available to the United
19 Kingdom.

20 Finally, the United Kingdom received from
21 the International Monetary Fund a loan of about
22 \$112 ;millions. This increased to \$636 millions
23 the total of dollars and gold, available to the
24 United Kingdom for the settlement of obligations
25 which required her to make payment in dollars
26 or gold.

27 The table of figures which is attached
28 hereto may be found helpful in relating the
29 facts which are enumerated here, with the detailed
30



1 figures in Appendix "X". In this table, the pound
2 sterling has been quoted for convenience, as a
3 common denominator. Where it is necessary, the
4 dollar equivalents of the sums quoted in pounds,
5 are also shown.

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7 (See following page for table)
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TRADING AND FINANCIAL RELATIONSHIP OF THE
UNITED KINGDOM WITH CERTAIN GROUPS OF COUNTRIES: 1954*
(all figures in millions)

	Countries of Dollar Area	Countries of Sterling Area	O.E.E.C. Countries & Dependencies	Other Western Hemisphere	Other Countries	Total
	(£)	(£)	(£)	(£)	(£)	(£)
Current Account Balance (including donations) + credit, - debit	- 101 (= \$283)	+ 269	+ 31	- 2	- 37	+ 160
Net Capital Movement + inflow, - outflow	- 9 (= \$25)	- 153	- 16	+ 29	- 11	- 160
Net Balance on Current and Capital Accounts + credit, - debit	- 110 (= \$308)	+ 116	+ 15	+ 27	- 48	....
Financing of the Net Balance:	+ 150 (= \$420)	- 116 (= \$465)	+ 57 (= \$160)	- 21 (= \$59)	- 20 (= \$56)	....
In Gold and Dollars						
Use of I.M.F. Funds	- 40 (= \$112)	....	....	....	+ 40	....
Other + credit, - debit	....	+ 50	- 72	- 6	+ 28	....

* - Preliminary Figures.

Source: International Monetary Fund, Balance of Payments Yearbook, Volume VI,
United Kingdom, page 8, May, 1955.



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1 ---EXHIBIT NO. 98: Document entitled "Trading and
2 Financial Relationship of the
3 United Kingdom with Canada,
4 1950 to 1954"

EXHIBIT NO. 98

Exhibit No. 15

5 TRADING AND FINANCIAL RELATIONSHIP
6 OF THE UNITED KINGDOM WITH CANADA: 1950-1954

7 The attached Table, based on a publication by
8
9 the Dominion Bureau of Statistics, entitled "The Can-
10 adian Balance of International Payments", and submit-
11 ted herewith as Exhibit "Y", shows in a simplified
12 form the nature of the position of the United Kingdom
13 vis-a-vis Canada, in the last five years.

14 During this entire period, the United Kingdom
15 bought goods and services from Canada worth \$1,194
16 millions more, than she was able to pay for, by the
17 sale of her own goods and services to Canada.

18 At the same time, the United Kingdom increased
19 her net capital assets in Canada, by about \$185
20 millions.

21 Over-all, on both accounts, during these five
22 years the United Kingdom incurred an obligation to
23 Canada of \$1,379 millions, to be met by means of
24 dollars and gold obtained from sources other than
25 Canada.

26

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TRADING AND FINANCIAL RELATIONSHIP

OF THE UNITED KINGDOM WITH CANADA: 1950-1954
(millions of Canadian Dollars)

	Year 1950	Year 1951	Year 1952	Year 1953	Year 1954	Five Years 1950-1954
Current Account Balance (+ credit, -debit)	\$ - 1	\$ - 199	\$ - 502	\$ - 216	\$ - 276	\$ - 1,194
Net Capital Movement (+ inflow, -outflow)	-13	+23	+16	-129	-82	- 185
Net Balance on current and Capital Accounts (+ credit, - debit), settled by means of gold and dollars obtained else- where than in Canada.	-14	-176	-486	-345	-358	- 1,379

Source:-- D.B.S., The Canadian Balance of International Payments, 1954.



---EXHIBIT NO. 99: Comments on the probable effect of the St. Lawrence Seaway on the handling of grain in the Port of Montreal.

EXHIBIT NO. 99

M O N T R E A L H A R B O U R

and the

S T . L W R E N C E S E A W A Y

Comments on the probable effect of the St. Lawrence Seaway on the handling of grain in the Port of Montreal with general conclusions regarding overall facilities which must be provided if the Port is to prosper and properly service the anticipated traffic.

Presented to:-

THE HONOURABLE GEORGE C. MARLER

MINISTER OF TRANSPORT

and

MEMBERS OF THE NATIONAL HARBOURS BOARD

by:-

CANADA STEAMSHIP LINES LIMITED

COLONIAL STEAMSHIPS LIMITED

N. M. PATERSON & SONS LIMITED

UPPER LAKES & ST. LAWRENCE
TRANSPORTATION CO. LTD.

HALL CORPORATION OF CANADA LIMITED

KEYSTONE TRANSPORTS LIMITED

MOHAWK NAVIGATION COMPANY LIMITED

August 1955



August 26, 1955

MONTREAL HARBOUR AND THE ST. LAWRENCE SEAWAY

It has been stated publicly that with the advent of the Seaway the cost of transporting grain from the Lakehead to Montreal will be reduced by $4\frac{1}{2}$ to 5 cents. We are not aware of the basis on which this reduction was calculated but it is evident that to achieve such a reduction means that:-

- (a) Only large Upper Lakers, say of a capacity of 550,000 bushels or more can be used. (Due to the increased efficiency of the large vessels).
- (b) That all the present trans-shipment points will be by-passed.
- (c) That the tolls charged for the use of the Seaway will not nullify a large proportion of the reduction in transportation costs.
- (d) Storage and handling facilities at St. Lawrence Ports, particularly at Montreal, should be increased sufficiently to prevent costly unload delays to lake boats.

It is our firm belief that the grain trade through the port of Montreal will be increased after the St. Lawrence Seaway is completed, provided the port has completely adequate facilities for rapid and efficient receipt of



1 grain by Upper Lakers and for discharge of grain
2 to overseas shipping.

3 Our reasons for having this belief are
4 based upon the following major considerations:-

5 The present export routes for grain from
6 Canada are:-

- 7 1. Rail to Pacific Coast, then
8 Deep sea shipping to Europe, Japan, etc.
- 9 2. Rail to Churchill, then
10 Deep sea shipping to Europe, etc.
- 11 3. Water and rail or all rail to Montreal
12 and the Lower St. Lawrence ports, then
13 Deep sea shipping to Europe, etc.

14 Statistics supporting the above statements
15 under paragraphs 1, 2 and 3 are as follows:-

16 (See next page)

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Ocean Terminal	Crop Year	Receipts by Vessel (Bushels)	Receipts by Rail (Bushels)	Total Receipts (Bushels)	Shipments by ocean vessels (Bushels)
Pacific Coast	1949-50	-	75,124,524	75,124,524	62,642,086
	1950-51	-	64,818,590	64,818,590	68,460,045
	1951-52	-	126,107,706	126,107,706	113,471,062
	1952-53	-	126,096,369	126,096,369	125,201,616
Churchill	1949-50	-	6,753,072	6,753,072	5,527,535
	1950-51	-	6,774,966	6,774,966	6,767,743
	1951-52	-	7,354,123	7,354,123	7,545,444
	1952-53	-	8,457,266	8,457,266	8,664,985
Montreal and Lower St. Lawrence	1949-50	82,021,319	26,130,514	108,151,863	86,531,565
	1950-51	61,444,237	38,437,549	99,881,786	95,127,787
	1951-52	106,386,321	106,421,464	212,807,785	191,645,727
	1952-53	152,629,934	115,724,080	268,354,014	242,615,021
FOUR YEAR AVERAGE 1949-50/1952-53					
Pacific Coast		-	98,036,797	98,036,797	92,443,702
Churchill		-	7,334,856	7,334,856	7,126,426
Lower St. Lawrence		100,620,453	71,678,409	172,298,862	153,980,025

Data from "D. B. S." Publications "The Grain Trade of Canada"

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1 In our opinion, the new Waterway cannot assist
2 the rates for transporting grain to either Vancouver
3 or Churchill, since only rail rates are involved
4 to these points.

5 On the other hand, when the Waterway is
6 completed, Montreal will be in a preferred position
7 compared with Vancouver and Churchill since it
8 would appear the cost to transport the Grain from
9 the Lakehead to Montreal should be reduced.

10 Proponents of the Seaway claim that low
11 transportation costs are all-important. If they are
12 right then more grain should move through Montreal
13 at the expense of Vancouver and Churchill.

14 In effecting this reduction in grain rates
15 to Montreal, however, transfer elevators handling
16 export grain at Sarnia, Port Colborne, Kingston and
17 Prescott, which have a combined capacity of almost
18 fifteen (15) million bushels, will no longer be
19 effective as temporary storage for export grain
20 in transit to Montreal.

21 (Sarnia is not employed 100% as a transfer
22 house but is included in this statement since
23 Goderich (2 elevators), Walkerville and Toronto
24 are also at times employed for transfer purposes
25 and it is considered that their combined activities
26 for this purpose are approximately equal to 100%
27 utilisation of Sarnia.)

28 It follows also that the existing higher
29 cost differential of shipping grain to Montreal
30



1 by rail via Georgian Bay or by all rail, will
2 increase, and the saving in time by rail shipment
3 will reduce, and except under special conditions
4 it appears that shipment of grain to Montreal by
5 rail will virtually cease.

6 This would have a most significant effect
7 on the grain receipts by water at Montreal, since
8 at present some 40% of all grain received in a
9 shipping season arrives by rail.

10 This grain in the future will presumably
11 arrive by water and will result in an increase of
12 66% over present receipts by water.

13 If advantage of the lower cost movement to
14 Montreal by large Upper Lakers is to be fully
15 realized then the need for Georgian Bay elevators
16 will be greatly reduced (present combined storage
17 capacity for export grain approximately 25 million
18 bushels).

19 Any reduction in the amount of grain moved
20 from the Lakehead through Georgian Bay by rail
21 to Montreal will result in an equivalent quantity
22 being moved by water from the Lakehead, either
23 direct overseas or to Montreal or other overseas
24 trans-shipment points.

25 In the last few months, the United States
26 has been doing much more export grain business
27 than we are doing in Canada. The majority of
28 this grain is moving via Buffalo and other Eastern
29 Lake ports through New York and other Atlantic
30



1 Seaboard ports, also via rail and Mississippi River
2 boats through Gulf ports. In the case of the
3 movement through Buffalo, grain movement costs are
4 running from 5 cents to 7 cents per bushel over
5 what the cost would be via St. Lawrence ports if
6 the grain could be moved that way. None of this
7 grain is at present moving through the St. Lawrence,
8 because the Transport Controller has prohibited
9 this movement apparently due to congestion and
10 insufficient capacity at the St. Lawrence ports.

11 Once the Seaway is completed, the largest
12 part of this export U.S. grain could and should
13 move through this Seaway, provided the facilities
14 are there to handle it, and we believe that since
15 the Seaway is a joint Canada-U.S.A. project there
16 will be a definite obligation on Canada to supply
17 these facilities to allow the U.S. grain trade to
18 obtain benefits from the new St. Lawrence Seaway.

19 We are afraid that it will at that time
20 be extremely difficult to prohibit movement of
21 United States grain through this channel, and if
22 adequate facilities are not provided, it might
23 very well interfere with the movement of Canadian
24 grain through the St. Lawrence ports.

25 The fact that Chicago, with more than
26 30 million bushels existing capacity, is to have
27 two new elevators commenced this year having a
28 total capacity of 13 million bushels is a
29 definite indication that U.S. grain merchants
30



1 are already going ahead with plans to take advantage
2 of the Seaway for U. S. grain shipments. This
3 fact further highlights the complete inadequacy
4 of the present proposals that Montreal should have
5 elevator capacity for export grain less than
6 20 million bushels.

7 From the foregoing we believe that Montreal
8 can attract a larger proportion of Canadian and
9 United States export grain shipping in the future
10 than it does at present, provided that deep sea
11 shipping does not steal a great deal of the grain
12 from the Lakehead for direct export to Europe.
13 Further, as stated previously, receipts by rail
14 will virtually cease, and receipts by water should
15 correspondingly increase.

16 Lakehead working capacity amounts to
17 approximately 85 million bushels. At present export
18 grain from this storage is handled largely by
19 combined storage transfer facilities at:

(I)	Georgian Bay	25 million bushels		
(II)	Transfer Elevators	15	"	"
(III)	Montreal	15	"	"
(IV)	Other Lower St. Lawrence Ports	12	"	"
TOTAL		67	"	"

26 The facilities at Montreal have been
27 inadequate and antiquated for a considerable period
28 of time. Because of congestion in the Port and
29 the limitations of small canallers available to
30



1 transport the grain, it has not always been possible
2 to handle all the export business through there,
3 that might have been done. Often there has not
4 been sufficient space available to take care of
5 Canadian Exports, and as is well known, practically
6 no U. S. business has been handled, although
7 quite a large volume would have been possible in
8 recent years, if the facilities had been available.

9 To provide adequate facilities at Montreal
10 after the Seaway has been completed, there should
11 be provided additional storage space to provide
12 for approximately the amount of ineffective storage
13 space that will then exist at Bay Ports and other
14 Transfer Ports on the St. Lawrence route. This may
15 prove adequate for Canadian export grain but there
16 will need to be provided additional storage space
17 for a possible and probably large volume of United
18 States grain that should be moving through this
19 channel. The volume of this movement might at
20 times be as large as the volume of Canadian grain.

21 The other most doubtful and controversial
22 factor which must be taken into account in any
23 assessment of the future movement of grain through
24 Montreal or other St. Lawrence ports is the amount
25 of grain which may move direct from the Lakehead
26 overseas thus by-passing Montreal.

27 Some of the considerations involved in this
28 matter are examined in the following paragraphs.

29 In recent years grain shipped from
30



1 Montreal has been carried in the following types
2 of vessel:

3 60% in Ocean Liners

4 33% in tramps arriving in ballast

5 7% in tramps arriving with some cargo

6 With regard to the liners, it is obvious
7 that all such vessels have and presumably still
8 will have in the future, a reason for coming to
9 Montreal and no other place; subject to modification
10 by the relatively small proportion which may make
11 Toronto their Canadian terminal.

12 The tramps arriving in ballast, or with
13 very light cargoes, will presumably have little
14 incentive to proceed up the Lakes if grain is
15 available at Montreal, due to the canal tolls and
16 the fact that considerable additional time will
17 be consumed at reduced speed through the canals and
18 Great Lakes connecting waterways (and due to the
19 Waterway draft limitations) at reduced capacity
20 whilst within the Great Lakes.

21 However, even if all of the existing tramps
22 did proceed to the Head of the Lakes the grain
23 they could carry in one season from the Lakehead
24 would only be some 50% of the amount they presently
25 carry from Montreal due to the increased time on
26 voyage and reduced capacity within the Lakes.
27 This figure represents only 20% of the grain
28 presently exported from Montreal.

29 If only tramps presently operating on the
30



1 Montreal trade are employed there will therefore
2 be a shipping deficiency to take care of the
3 remaining 20% and this would require additional
4 ocean shipping, for which we can see little reason
5 due to the seasonal and spasmodic nature of our
6 grain business and the fact that design features
7 of efficient deep sea vessels are quite different
8 from those which are required for operation with
9 maximum efficiency in the Great Lakes and St.
10 Lawrence Waterway.

11 It must be remembered that in any voyage
12 these vessels would spend only some 30% of their
13 time in the Lakes for only some 50% of the year,
14 or an average of only 15% of their total operating
15 time.

16 If the Canadian Coasting Trade is not
17 restricted to Canadian vessels it would appear
18 logical that British shipowners will not produce
19 ships for this trade which will operate from the
20 Lakehead directly overseas, but will be more
21 inclined to design and produce vessels which
22 will operate with maximum efficiency from the
23 Lakehead to Montreal and leave the present tramp
24 shipping to carry the grain overseas.

25 If the Coasting Trade is restricted to
26 Canadian vessels such shipping will definitely be
27 available since present Canadian Great Lakes
28 shipping companies already possess many suitable
29 vessels and would certainly be prepared to augment
30



1 their existing fleets as required.

2 From the foregoing, we see that provided
3 Montreal has adequate facilities it is extremely
4 unlikely that as much as 20% of the grain presently
5 shipped through the port will be lost to vessels
6 shipping direct from the Lakehead.

7 If we are right about the movement of U. S.
8 grain we should bear in mind the fact that most
9 of the foregoing arguments will apply equally to
10 this movement.

11 In other words, although great quantities
12 of general cargo will now want to find their way
13 to U. S. ports in Lake Erie and Lake Michigan,
14 due to the time lost in the Great Lakes canal
15 systems including the Welland and due to the
16 different draft and other factors operating
17 against efficient operation of Ocean vessels in
18 the Lal , Montreal can and should be able to
19 attract:

20 (a) The movement of U. S. grain to Montreal
21 in properly designed Great Lakes type
22 shipping. It will be realized that
23 the movement of grain from the Lakes
24 will, in the foreseeable future,
25 always greatly exceed the movement
26 of general cargo into the Lakes.

27 (b) The receipt for trans-shipment at
28 Montreal of large quantities of
29 general cargo for U. S. Great Lakes
30



1 ports.

2 In connection with this we visualize a
3 great future for the Port of Montreal
4 if it seizes the opportunity.

5 Few Great Lakes ports are suitable
6 for the rapid receipt and discharge
7 of general cargoes and Montreal could
8 become the clearing house for most of
9 these cargoes which could be trans-
10 shipped and re-assembled at Montreal
11 for loading into suitably designed
12 Great Lakes general cargo carriers.

13 To forecast or estimate the future require-
14 ments of the Port of Montreal for grain or for
15 general cargo is most difficult and any analysis
16 or forecast would be open to doubt or criticism.

17 We, however, believe that the foregoing
18 comments have indicated that the loss to Montreal
19 due to ships by-passing the Port for Canadian grain
20 should be relatively small and should be more than
21 offset by U. S. grain and by the more attractive
22 movement via Montreal compared with shipping via
23 Vancouver or Churchill.

24 However, if we assume that the grain movement
25 through Montreal will not increase but will remain
26 as at present, it still appears to us that the
27 changes now proposed for Montreal by the National
28 Harbours Board are entirely inadequate and lacking
29 in foresight and there should be additional new
30



1 facilities for at least twenty-five million bushels,
2 with adequate unloading facilities, and with at
3 least some facilities for drying and conditioning
4 grain that may be spoiled in transit from the
5 Lakehead, which facilities have been sorely missed
6 at times in the past.

7 On the assumption that Georgian Bay is
8 reduced in effectiveness to 50%, then it would
9 appear that storage to match the present movement
10 should be provided as follows:

11 (I)	Georgian Bay	effective	12 $\frac{1}{2}$	million bushels
12 (II)	Other lower St.			
13	Lawrence ports		12	" "
14 (III)	Montreal	increased to	42 $\frac{1}{2}$	" "
15		<u>TOTAL</u>		<u>67 million bushels</u>

16 If Montreal is not increased to about
17 42 million bushels, it would appear that the
18 capacity of other lower St. Lawrence ports should
19 be increased so as to give these ports, together
20 with Montreal, a combined storage capacity of at
21 least 54 million bushels and even then full
22 consideration would not have been given to the
23 anticipated movement of U. S. grain through the
24 Waterway or the other reasons for probable
25 increased movement through Montreal as discussed
26 earlier in these notes.

27 We believe that the actual requirements at
28 Montreal when the Seaway is completed are greatly
29 obscured by the fact that the Bay port and Lower
30



1 Lake transfer elevators are at present, in fact,
2 part of the Montreal storage system although not
3 recognized as such.

4 It may be somewhat difficult to appreciate
5 that Georgian Bay port elevators are in fact at
6 present part of the St. Lawrence storage system,
7 but it must be remembered that at present when grain
8 has left the Lakehead, up to the time it leaves
9 Canada, grain is actually in transit or in storage
10 in ships, Bay Port and Lower Lake transfer elevators
11 or Montreal and St. Lawrence elevators.

12 This reservoir of storage ex the Lakehead
13 has been found to be absolutely necessary up to the
14 present and the reasons are evident for supposing
15 any reduction could be accepted.

16 To put the matter in better perspective we
17 strongly recommend that the Board examine the
18 facilities provided and the quantity of grain
19 shipped annually through ports such as Buffalo,
20 Chicago, the Pacific Coast (Vancouver, New West-
21 minster and Prince Rupert as one group) and
22 Churchill, which ports do not have these artificial
23 reservoirs of storage.

24 The question of facilities which are required
25 cannot possibly be determined by averages of
26 receipts, loadings or number of ships over any
27 period, they must be determined after making a
28 comprehensive analysis of the existing facilities
29 and how those facilities satisfy requirements at
30



1 peak periods.

2 It is our performance during the peak periods
3 and the conditions which apply at that time which to
4 a large extent determine our ability to sell and
5 ship wheat.

6 It is also evident that with the reduction
7 in grain coming to Montreal by rail, and the fact
8 that the transfer elevators will be ineffective and
9 the movement will therefore be to Montreal in large
10 Upper Lakers, peak conditions are likely to be
11 worsened.

12 If the reasoning in these notes is even
13 generally accepted it is evident that Montreal can
14 have a future far greater than is generally
15 appreciated and can be of immeasurably greater
16 importance than it is at present.

17 It can, in effect, move the Lakehead to
18 Montreal and the grain, in the future, can be in
19 position in Montreal far nearer the consuming areas
20 than is the Lakehead, with the grain poised in
21 position ready for movement overseas with the least
22 possible loss of time, thus materially facilitating
23 the handling of a larger volume of Canadian grain.

24 This will probably require some changes in
25 the present methods of selling and handling export
26 wheat, but it is submitted that such changes will
27 not only be logical but will actually be
28 inevitable.

29 Whilst not apparently directly connected
30



1 with the Port of Montreal, we feel that other sig-
2 nificant factors must be borne in mind if the new
3 Waterway and Montreal Harbour are both to develop
4 their maximum potential and so become the great
5 transportation boom which is anticipated and
6 advertised.

7 Merely opening up access to the Great Lakes
8 to vessels of say 25 feet draft is not enough, they
9 must, in all phases of their operation be handled
10 expeditiously and efficiently.

11 If they are not handled this way great
12 financial loss will develop and the anticipated
13 saving in transportation costs will certainly not
14 be realized.

15 Looming large in the minds of Canadian
16 shipping operators is the anticipated lost time
17 which appears inevitable in the present Welland
18 Canal and in the new St. Lawrence single lock canal
19 sections.

20 Money lost by the Shipping Industry due
21 to delays in the Welland Canal have increased
22 alarmingly in recent years.

23 In 1953 the average passage time through
24 the Welland Canal was 11 hours 10 minutes, this
25 being 50% more than the average in 1935 and 35%
26 more than in 1945. The increase in time is, of
27 course, principally due to the increased number
28 of passages which were 5091 in 1935, 6484 in 1945
29 and 9372 in 1953.
30



1 The conditions in 1954 were even worse than
2 those in 1953. Canada Steamship Lines alone (who
3 have kept careful records) have many passages in
4 excess of 16 hours. Up to the end of June this year
5 Canada Steamship Lines vessels had waited a total
6 of 822 hours to get into the canal, apart from the
7 lost time in making the passage through.

8 It must be remembered that it takes as long
9 to lock a 10,000 ton ship as it does a 22,000 ton
10 one, although the tonnage of cargo passed through
11 the canal is more than doubled with the larger
12 vessel.

13 At present 40% of grain arrives at Montreal
14 by rail in a shipping season, this will now
15 presumably come through the Welland Canal.

16 U. S. grain and imports to U.S. Great Lakes
17 will also be additional tonnage to pass through the
18 Welland.

19 Ore from Seven Islands and Picton is still
20 further additional traffic for this already
21 seriously overloaded canal.

22 So far as can be judged, no cargo at present
23 transported through the canal will disappear.

24 The new St. Lawrence Section with its single
25 locks is going to be perfectly complementary to the
26 Welland Canal with almost certain similar delays and
27 bottlenecks.

28 From the foregoing it appears perfectly
29 obvious that to develop the maximum potential of
30



1 the Seaway and the Welland when the Seaway is
2 completed, every encouragement should be given to
3 the ships which are the largest that the system
4 can handle since this is the only way to pass
5 the maximum tonnage through the system.

6 Present Upper Lakers over 600 ft. long,
7 with maximum drafts up to about 25 ft. are obviously
8 ideal for the purpose.

9 We cannot possibly look forward to a polyglot
10 fleet of Upper Lakers and Ocean vessels of every
11 conceivable size and type using the Seaway and
12 Welland without grave misgivings.

13 The best way to prevent this happening is
14 to develop the Port of Montreal so that the
15 resulting trade patterns will encourage the big
16 special lake types to operate West of Montreal
17 with the Ocean shipping in general stopping at
18 Montreal. Further, in considering the expeditious
19 handling of large ships in the Port of Montreal
20 particularly, but also at each entrance to each
21 system of locks, special attention must be paid
22 to the method of receiving and discharging the
23 ships from the canal sections.

24 The delays waiting to enter the Welland
25 have already been mentioned.

26 In Montreal particularly it will be fruit-
27 less if we fit the berths with high capacity
28 discharging lets in order to give the vessels
29 fast turn around without carefully examining
30



1 what is going to happen to the ships before they
2 reach the unloading berth after leaving the canal
3 and vice versa.

4 If large ships arriving from the Upper Lakes
5 must go downstream to anchor whilst awaiting their
6 turn at a berth and stay there until the vessel
7 already at the berth completely clears, and if the
8 vessel clearing must then go to anchor because
9 other ships are awaiting their turn to enter the
10 canal, far too much valuable time will be lost and
11 unnecessary tug expenses will almost certainly be
12 incurred, this will all naturally affect the grain
13 rate.

14 In making any comparison with the number of
15 berths and the unloading facilities at Montreal
16 compared with those presently existing at the
17 transfer elevators it must be appreciated that the
18 Montreal operation will not be as good as appears
19 on the surface.

20 Great Lakes vessels at present can be under
21 the legs within 30 minutes of another vessel
22 vacating the berth. In Montreal the time could
23 be several hours.

24 Further, tugs are not required at Great
25 Lakes elevators and these two factors viz:
26 additional time lost and increased tugs expenses
27 both militate against the grain rate.

28 It must be appreciated that first class
29 despatch is essential for the big vessels since
30



1 the importance of lost time increases directly with
2 the size of ship.

3 Savings anticipated by the advent of the
4 Waterway could be rapidly dissipated by bottlenecks
5 and slow passages through the Waterway and Welland
6 and by poor despatch and high expenses at the
7 unloading port.

8 The logical arrangement appears to be to
9 design the canal entrances with ample suitable
10 berths at which ships can tie up without going to
11 anchorage when they are either waiting to enter
12 the canal or waiting to go to an unloading berth.

13 Since none of the presently proposed
14 unloading berths can deal with one Upper Laker
15 in one working day, we also urge that consideration
16 be given to a 24 hour service at the elevators to
17 obviate 2 days being required to work each large
18 vessel.

19 The Great Lakes Canadian shipping Companies
20 associated with this presentation urge the National
21 Harbours Board, and all other authorities con-
22 cerned with the future of the Port of Montreal to
23 get together and see that the Port is equipped
24 to fulfill its proper destiny before the St.
25 Lawrence Waterway is completed.

26 To wait until after the Waterway is
27 completed in order to see what happens, will be
28 fatal since trade patterns may be formed to fit
29 the then existing circumstances. These patterns
30 may be false but also may be enduring.

Exhibit 101 - p.1.

---EXHIBIT NO. 101; Document untitled "Receipts at Montreal and Other Lower St. Lawrence Elevators - by Crop Years, etc."

Source DBS
Grain Trade of Canada

Exhibit No. 18

RECEIPTS AT MONTREAL AND OTHER LOWER ST. LAWRENCE
ELEVATORS - BY CROP YEARS (IN MILLIONS OF BUSHELS)
WITH RECEIPTS BY VESSEL & RAIL SHOWN AS PERCENTAGES
OF TOTAL RECEIPTS

Receipts at all Lower St. Lawrence Elevators				Receipts at Montreal				Receipts at all other St. Law. Elevators (exc. Mtl.)			
Crop Year	By Vessel	By Rail.	Total	By Vessel	By Rail	Total	By Vessel	By Rail	Total		
1949.50	$\frac{76\%}{82.0}$	$\frac{24\%}{26.1}$	108.2	$\frac{74\%}{62.2}$	$\frac{26\%}{20.0}$	82.2	$\frac{77\%}{19.8}$	$\frac{23\%}{6.1}$	26.0		
1950.51	$\frac{62\%}{61.4}$	$\frac{38\%}{38.4}$	99.9	$\frac{63\%}{40.6}$	$\frac{37\%}{23.9}$	64.5	$\frac{59\%}{20.8}$	$\frac{41\%}{14.5}$	35.3		
1951.52	$\frac{50\%}{106.4}$	$\frac{50\%}{106.4}$	212.8	$\frac{51\%}{74.1}$	$\frac{49\%}{70.7}$	144.8	$\frac{48\%}{32.3}$	$\frac{52\%}{35.7}$	68.0		



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Any slight difference between totals and their components is due to rounding of figures.

<u>Crop</u> <u>Year</u>	<u>Receipts at all Lower</u> <u>St. Lawrence Elevators</u>			<u>Receipts at Montreal</u>			<u>Receipts at all other St. Law.</u> <u>Elevators (exc. MtL.)</u>		
	<u>By</u> <u>Vessel</u>	<u>By</u> <u>Rail</u>	<u>Total</u>	<u>By</u> <u>Vessel</u>	<u>By</u> <u>Rail</u>	<u>Total</u>	<u>By</u> <u>Vessel</u>	<u>By</u> <u>Rail</u>	<u>Total</u>
1952.53	58% 152.6	42% 115.7	268.4	61% 109.7	39% 70.7	180.4	49% 43.0	51% 45.0	87.9



---EXHIBIT NO. 103:

Statement of time costs by C.S.L.
vessels waiting to enter Welland
Canal.

Source:- C.S.L. Records

Time Lost by C.S.L. Vessels Waiting To Enter

Welland Canal - 1955 Opening of Navigation to August 31st

Exhibit No. 20

Month	Number of Passages	By Months		Cumulative-Opening to End of Month	
		Time Lost Waiting To Enter Canal	Average Time Lost Per Passage	Time Lost Waiting to Enter Canal	Average Time Lost Per Passage
		Hrs. Mins.	Hrs. Mins.	Hrs. Mins.	Hrs. Mins.
April	165	206 48	1 15	206 48	1 15
May	195	276 34	1 25	483 22	1 21
June	175	337 54	1 56	821 16	1 32
July	181	187 09	1 02	1008 25	1 25
August	167	186 25	1 07	1194 50	1 21



---EXHIBIT NO. 104:

Statement of average time taken
to complete passage of Welland
Canal (figures supplied by
Canal Authority)

June, 1935

June, 1935
June, 1945
Oct., 1945
June, 1950
Oct., 1950
June, 1952
Oct., 1952
June, 1953

Waiting Time
Hrs. Mins.
None Recorded

Downbound

1
1
2

None Recorded

Waiting Time
Hrs. Mins.

Upboundby LakersWELLAND CANALAverage Time taken to complete a Passage of the

Canal Time
Hrs. Mins.

7
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8
8

Total Time
Hrs. Mins.

46
06
16
44
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45
58

Canal Time
Hrs. Mins.

-

Total Time
Hrs. Mins.

8 20

Exhibit No. 21
Sheet 1



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ID/McL
August 19th, 1955

Source: This information was taken, by permission, early in 1954 from records of the Department of Transport, which are maintained at the Control Office for the Welland Canal.

	Waiting Time		Canal Time		Total Time	
	Hrs.	Mins.	Hrs.	Mins.	Hrs.	Mins.
June, 1945	None Recorded	"	-	-	8	59
Oct., 1945	"	"	-	-	8	52
June, 1950	"	"	-	-	9	37
Oct., 1950	"	"	-	-	9	38
June, 1952	"	"	-	-	9	58
Oct., 1952	"	"	-	-	10	04
June, 1953	"	20	11	46	12	06



Average Time taken to complete a Passage of the

WELAND CANAL

By Canallers

Upbound

Waiting Time	Canal Time	Total Time
Hrs. Mins.	Hrs. Mins.	Hrs. Mins.

None Recorded	-	7 13
---------------	---	------

" "	-	7 14
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" "	-	7 26
-----	---	------

38	7 53	8 31
----	------	------

40	7 35	9 15
----	------	------

05	7 59	9 04
----	------	------

55	8 24	9 19
----	------	------

02	8 31	10 33
----	------	-------

Downbound

Waiting Time	Canal Time	Total Time
Hrs. Mins.	Hrs. Mins.	Hrs. Mins.

None Recorded	-	7 27
---------------	---	------

June, 1935

June, 1935
June, 1945
Oct., 1945
June, 1950
Oct., 1950
June, 1952
Oct., 1952
June, 1953

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	Waiting Time Hrs. Mins.	Canal Time Hrs. Mins.	Total Time Hrs. Mins.
June, 1945	None Recorded	-	0 06
Oct., 1945	"	-	0 05
June, 1950	"	-	0 26
Oct., 1950	"	-	0 48
June, 1952	"	-	0 20
Oct., 1952	"	-	0 24
June, 1953	20	10 52	11 12

Source: This information was taken, by permission, early in 1954 from records of the Department of Transport, which are maintained at the Control Office for the Welland Canal.

LC/McL
August 19th, 1955



---EXHIBIT NO. 109: Statement of Annual Movement
of traffic through the
Welland Canal.

EXHIBIT NO. 109

ANNUAL MOVEMENT OF TRAFFIC
THROUGH THE WELLAND CANAL

	<u>No. of Passages</u>	<u>Freight Carried (1000 tons)</u>
1932	5,712	8,537
1933	5,413	9,194
1934	5,150	9,280
1935	5,092	8,953
1936	6,398	10,427
1937	not available	11,748
1938	not available	12,633
1939	6,063	11,728
1946	5,555	10,580
1947	5,909	11,806
1948	6,571	13,373
1949	7,132	13,692
1950	7,436	14,741
1951	8,113	16,198
1952	9,158	17,911
1953	9,372	19,542
1954	8,479	17,514

Source: D.B.S.
"Canal Statistics"

Source: D.B.S.
Canada Year Books



1 ---EXHIBIT NO. 110:

Copy of Aeronautics Act of
air regulations November 23,
1954.

4 EXHIBIT NO. 110

6 AIR REGULATIONS, 1951

7 PART II

8 SECTION 1

9 AIRCRAFT REGISTRATION

10 2.1.1. No aircraft shall be flown unless it
11 has been registered as herein provided and bears the
12 prescribed nationality and registration marks, but
13 this requirement does not apply to aircraft duly
14 registered in a contracting state with which Canada
15 has made a convention relating to interstate flying.

16 2.1.2. Subject as hereinafter provided, the
17 Minister may define the conditions under which the
18 mode in which aircraft may be registered in Canada.

19 2.1.3. No aircraft shall be registered in
20 Canada unless:

21 (a) it is a civil aircraft owned by a
22 Canadian citizen or by a company or corpora-
23 tion created or incorporated under and
24 subject to the laws of Canada or of a
25 Province thereof, of which the president
26 or chairman and two-thirds or more of the
27 directors and other managing directors
28 thereof are Canadian citizens or unless;
29

30 (b) it is a private aircraft licensed



1 under the following conditions:

- 2 (i) it is owned by a subject of a contrac-
- 3 ting state;
- 4 (ii) it is operated from a base in Canada
- 5 as the principal base of operations;
- 6 (iii) it is flown only in Canada or in the
- 7 state of which the registered owner is
- 8 a subject;
- 9 (iv) it is not based or operated beyond the
- 10 territorial limits of Canada for a
- 11 total of more than sixty days in any
- 12 consecutive period of twelve months;
- 13 and
- 14 (v) a journey log book is maintained in
- 15 respect of the aircraft.

16 2.1.4. An aircraft purchased under a condi-

17 tional sale or hire purchase agreement that reserves

18 to the vendor the title of the aircraft until pay-

19 ment of the purchase price of the performance of

20 certain conditions may be registered in the name of

21 the purchaser as owner, but registration of an air-

22 craft shall not be evidence of ownership in a

23 civil proceeding in which such ownership is in

24 issue as between two or more claimants.

25 2.1.5 No aircraft shall be registered in

26 Canada while it is registered in any other state,

27 but it may be registered in Canada upon cancella-

28 tion of an earlier registration in such other

29 state.

30



1 2.1.6 Upon every registration in Canada the
2 Minister shall assign to the registered aircraft a
3 registration mark and shall grant a certificate of
4 registration for which a fee of five dollars is
5 payable.

6 2.1.7 When a registered aircraft has been
7 destroyed or permanently withdrawn from use, the
8 registered owner shall forthwith notify the Minister
9 and the registration and certificate thereof shall
10 be cancelled as from the date of such notification.

11 2.1.8 Certificates of registration shall
12 remain valid unless they have lapsed or are sus-
13 pended or cancelled.

14 2.1.9 Cancelled or suspended certificates
15 of registration shall be returned without delay to
16 the Minister.

17 2.1.10 Any certificate of registration of an
18 aircraft may be suspended or cancelled at any time
19 by the Minister for cause.

20 2.1.11 When the ownership of any aircraft
21 registered in Canada is changed:

22 (a) the registered owner shall forth-
23 with notify the Minister of such change of
24 ownership;

25 (b) the certificate of registration
26 shall lapse as from the date of such change
27 of ownership; and

28 (c) the registration markings shall
29 remain unchanged unless the aircraft is
30

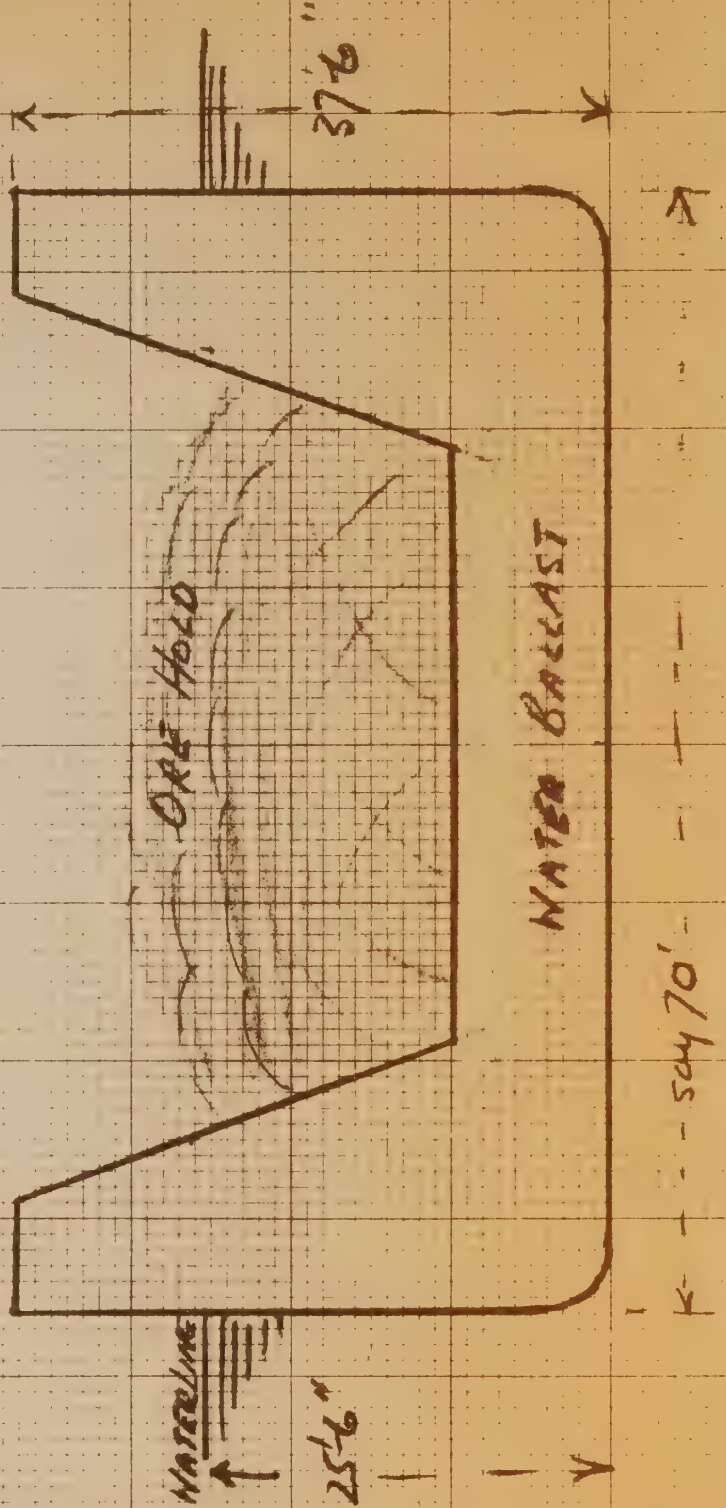


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subsequently registered in any of His Majesty's
dominions or in a foreign country.

Ex. 112

TYPICAL MIDSHIP SECTION
GREAT LAKES ORE CARRIER



K&E 10 X 10 TO THE INCH 358.5
KEUFFEL & ESSER CO. MADE IN U.S.A.

Exhibit # 113

TYPICAL MIDSHIP SECTION GREAT LAKES ORE/GRAIN CARRIER

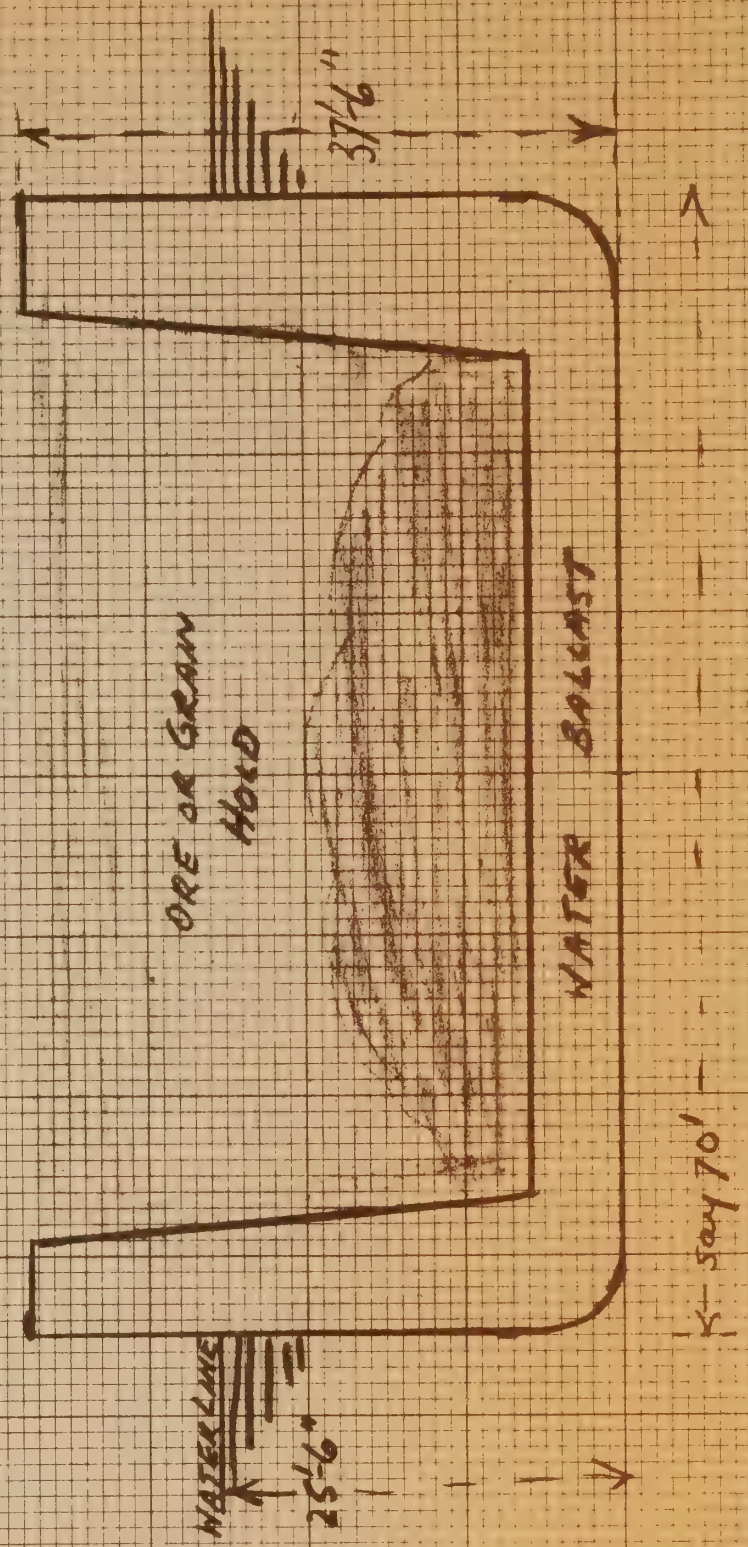


Exhibit 7

TYPICAL MIDSHIP SECTION
OCEAN/ST LAKES - ORE/OIL CARRIER

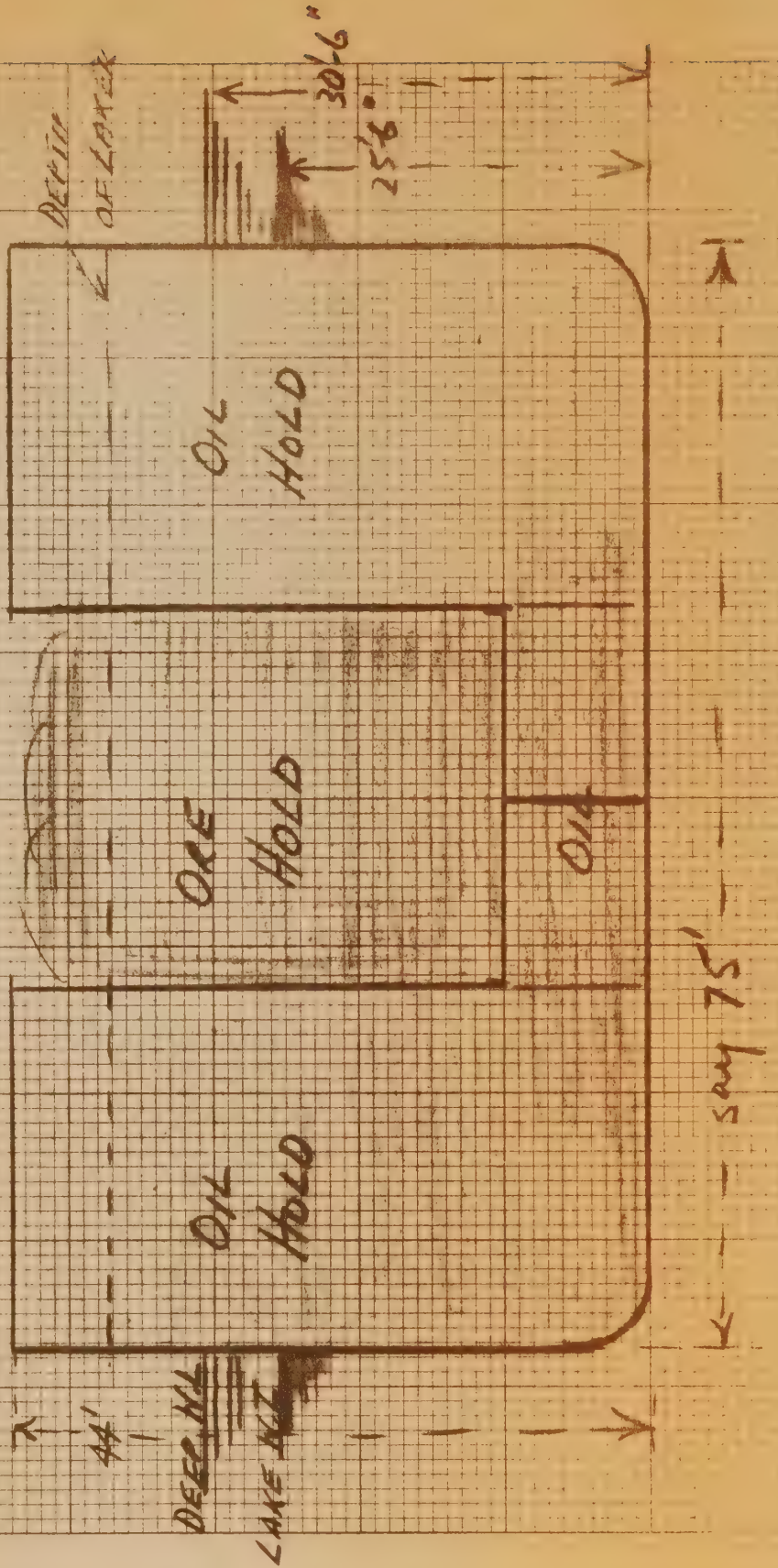
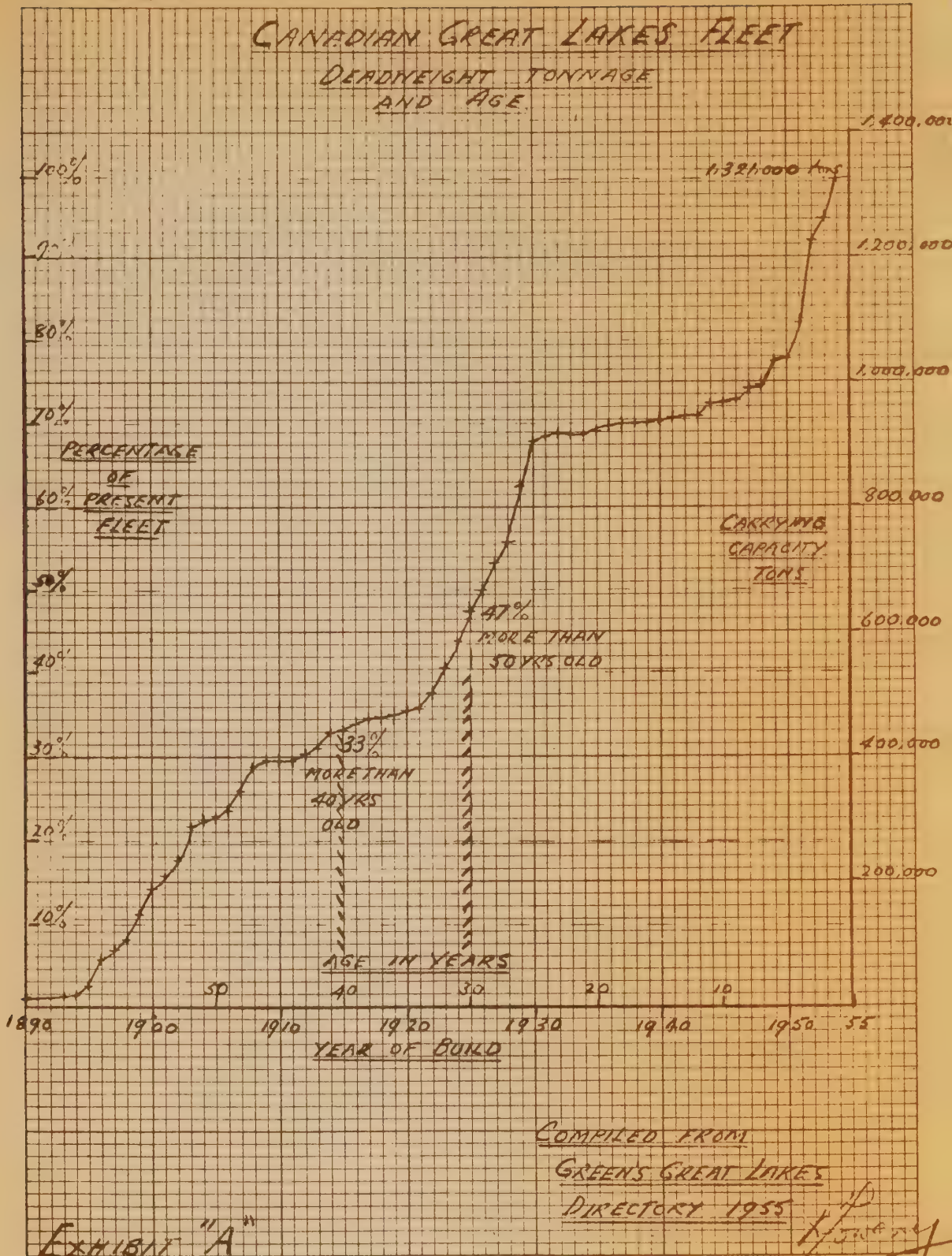


Exhibit 115





1 ---EXHIBIT NO. 116: Communication from the
2 General Council of British
3 Shipping.
4

5
6 EXHIBIT NO. 116

7
8 GENERAL COUNCIL OF BRITISH SHIPPING

9
10 REPLIES TO QUESTIONS

11 SUBMITTED BY

12 THE ROYAL COMMISSION

13 ON

14 THE COASTING TRADE OF CANADA

15 22nd August, 1955.

16 3/6 Bury Court,
17 St. Mary Ave.,
18 London, E.C. 3.

19
20 GENERAL COUNCIL OF BRITISH SHIPPING

21 CANADIAN COASTAL TRADE.

22 Replies to questions contained in letters
23 from Canadian Royal Commission, dated June
24 1st, and June 21st, 1955.

25 QUESTION: (1) "The branches of Canadian coast-
26 ing trade now serviced by British shipping
27 in each major area and likely to be ser-
28 viced by British shipping after the open-
ing of the Seaway, with some indication
of their relative importance as measured,
for example, by tonnage carried, number
and tonnage of ships so employed."

29 ANSWER: (a) Existing Services:

30 The following examples are given of British



1 companies now operating in each area on the Canadian
2 coast. In indicating the importance of these ser-
3 vices information is also given about the number,
4 tonnage and capacity of vessels operated by certain
5 of these companies.

6 (i) PACIFIC COAST AREA: So far as the
7 General Council is aware, no United Kingdom operates
8 regularly in the coastal trade in this area, but a
9 United Kingdom ship is at present operating on
10 this coast on charter to a Canadian company.

11 (ii) GREAT LAKES AREA:
12 Company 'A'. At the present time
13 this company has three vessels of deadweight capa-
14 cities of 2800, 1430 and 1310 tons chartered to the
15 Newfoundland-Great Lakes Steam Ships Ltd., which
16 operates a service from Toronto, Hamilton and
17 Montreal to St. John's, Newfoundland. The 2800 ton
18 vessel was specially built for the trade and is
19 fitted with 40,000 cubic feet refrigerated capacity
20 to develop the frozen fish trade between Newfound-
21 land and the Middle Western States of America
22 and Canadian Lake Ports.

23 Company 'B'. Operates two ships
24 from Toronto, Hamilton and Montreal to Corner
25 Brook and St. John's. The two vessels have a
26 deadweight capacity of about 2850 tons and 1550
27 tons respectively and sailings are maintained
28 every 12 days during the season.

29 (iii) ST. LAWRENCE AREA:
30



1 Company 'C'. This company trades
2 from the St. Lawrence, Labrador and Hudson Bay in-
3 cluding other points in Northern Canada generally;
4 the company is also concerned in the trade between
5 the St. Lawrence, the Maritime Provinces and New-
6 foundland for Canadian operators and on their ac-
7 count.

8 Companies 'D'. Provide regular ser-
9 vices from Manchester and from London to the St.
10 Lawrence and Great Lakes Ports.

11 Company 'E'. This company has one
12 vessel chartered to the Dominion Steel and Coal
13 Corporation (Dosco) for trading between Sydney,
14 Nova Scotia and the St. Lawrence river ports.

15 Company 'F'. This company trades to
16 the St. Lawrence (Montreal) and to Churchill from
17 the United Kingdom. Cargo has also been carried
18 from the St. Lawrence to Churchill.

19 (iv) ATLANTIC COAST AREA:

20 Company 'G'. Provides regular sail-
21 ings at about fortnightly intervals between New
22 York/Halifax (Nova Scotia) and St. John's, (New-
23 foundland), calling north-bound at Saint John
24 (New Brunswick); (one vessel on this service dis-
25 charges at Corner Brook, Newfoundland, and loads
26 newsprint). The service is maintained by two car-
27 go liners, one of about 4015 tons deadweight capa-
28 city, (including 20,165 cubic feet refrigeration
29 space), the other of about 3162 tons deadweight
30



1 capacity. This is the only regular liner service
2 between New York, the Maritime Provinces and New-
3 foundland.

4 Company 'H'. This service is main-
5 tained by two passenger/cargo vessels of about 16
6 knots speed each with passenger accommodation for 150
7 persons and cargo capacity of about 4700 tons (in-
8 cluding 52,930 cubic feet refrigeration space). The
9 service provides the only regular passenger/cargo
10 service between Newfoundland and the United Kingdom
11 and also between Newfoundland, Halifax and Boston.
12 Sailings are maintained at approximately 17 days
13 intervals.

14 Company 'I'. This company's chief
15 interest is the movement of coal for Dosco from Syd-
16 ney to Montreal, Three Rivers and Chicoutimi, in
17 trade
18 which two vessels of deadweight capacities of 7860
19 and 4100 tons are employed. (In the past the com-
20 pany has had vessels on time charter running a liner
21 service from Montreal to St. John's, Newfoundland,
22 calling at Seven Islands and Havre St. Pierre on
23 passage, returning with Gypsum from Dingwall to
24 Montreal).

25 Company 'J'. This company has one
26 vessel chartered to a Canadian newsprint company
27 which operates between Newfoundland and the U.S.
28 Atlantic coast. Charterers have the right of
29 operating the vessel in all Canadian waters.
30



1 GENERAL:

2 In addition, other U.K. tramp vessels
3 are from time to time employed in the Canadian Coas-
4 tal Trade. For example, it is understood that the
5 Dominion Steel and Coal Corporation regularly char-
6 ters British tramp ships for the movement of coal
7 from Sydney to the St. Lawrence River ports and,
8 more recently, a British ship has been chartered
9 for the carriage of iron ore from Seven Islands to
10 Contrecoeur.

11 (b) Future Services:

12 The extent of the participation by
13 United Kingdom companies in the Canadian coasting
14 trade after the opening of the Seaway would seem to
15 depend on two main considerations, namely, the
16 volume and character of cargo which will be available
17 for transportation through the Seaway and the
18 draught in the Seaway itself which will, perforce,
19 govern the size and type of the ships employed there.
20

21 As regards anticipated cargo, the
22 General Council has read with interest various state-
23 ments which have been reported in the press from
24 time to time, in particular, its attention has
25 been drawn to the contents of a speech made by the
26 Honourable Lionel Chevrier, Q.C., the President
27 of the Great Lakes/St. Lawrence Seaway project at
28 the Baltic Conference, May 16th/20th, 1955. This
29 report contains an estimate that between 30 to 35
30 million tons of cargo will pass through the St.



1 Lawrence annually as compared with approximately 10
2 million tons at present. The view was expressed
3 that about 60 per cent. of this traffic would take
4 the form of grain and iron ore movements and that
5 petroleum products, coal, coke and forestry products
6 would prove to be the leading secondary items for
7 transport. This and similar estimates are an
8 indication of the manner in which the number of ves-
9 sels engaged in the Canadian coasting trade must
10 increase.

11 It would appear that after the opening
12 of the Seaway, British vessels could usefully parti-
13 cipate in the following trades:-

- 14 Coal - Sydney N.S. to St. Lawrence River ports.
15 Iron Ore - Seven Islands to Great Lakes ports;
16 Wabana to Sydney, N.S.
17 Titanium Ore - Havre St. Pierre to Sorel.
18 Gypsum - Nova Scotia ports to St. Lawrence
River ports and into Great Lakes.
19 Newsprint
20 and/or Pulp-
wood - Newfoundland, Nova Scotia, New Bruns-
21 wick and Quebec to St. Lawrence River
and Great Lakes ports.
22 General
23 Cargo - Newfoundland and St. Lawrence ports
to Great Lakes and vice-versa.
24 Grain - Until the Seaway is in operation,
25 it is difficult to anticipate how
26 the pattern of this particular trade
will develop. It could take the
27 form of direct shipment from the pro-
ducing area through the Seaway to
28 Europe, or, on the other hand, in-
volve transshipment somewhere in
the St. Lawrence, the ships taking
29 part in this also participating in
30



1 the movement of iron ore from Seven
2 Islands back into the Lakes.

3 Quite apart from these specific trades,
4 it is to be expected that the opening of the Seaway
5 and the vast development schemes taking place in
6 Canada will lead to the development of new trades.

7 As regards the dimensions of the Sea-
8 way, it is understood that the dredged depth of all
9 channels will be 27 ft. fresh water with a permitted
10 draught of 25 ft. 6 ins. fresh water.

11 This draught limitation, which is
12 equivalent to just under 25 ft. salt water, would
13 necessarily restrict the use of the Seaway to deep-
14 sea cargo ships of about 9000 d.w.t. Similarly
15 large ore carriers suitable for ocean-going service
16 and the standard war-built ships, would be severely
17 restricted in the volume of cargo they could carry.

18
19 QUESTION: (2) "The volume of dollar earnings
20 accruing and likely to accrue from this trade
21 to the benefit of the United Kingdom balance
22 of payments."

23 ANSWER: The latest available informa-
24 tion about dollar earnings in the Canadian coastal
25 trade is that which was obtained in 1952. This
26 shows that in that year thirteen United Kingdom
27 companies earned \$4,269,870 (gross earnings) in the
28 coasting trade.

29 It is hardly practicable for the General
30 Council to attempt a precise estimate of the in-
crease in dollar earnings likely to accrue to the



benefit of the United Kingdom balance of payments following the opening of the Seaway. It is, however, evident that the vastly greater opportunities which will be provided for shipping by the Seaway - forecast by the Hon. Lionel Chevrier to be 30/35 millions per annum compared with the existing figure of 10 million tons - could increase substantially the dollar earnings of United Kingdom shipping.

The total dollar earnings by United Kingdom shipping from all trades with Canada in 1952 is referred to in answer to Question (9).

QUESTION: (3) "The extent to which United Kingdom ships purchase in Canada such items as fuel, repair services, provisions and supplies".

ANSWER: Information available to the General Council for the year 1952 shows that the total disbursements of all United Kingdom shipping in Canada was as follows:-

	Canadian \$
Coal Bunkers	180,000
Oil Bunkers	4,445,000
Port and other Disbursements..	22,009,000
Shore establishments	<u>1,403,000</u>
Total:	<u>28,037,000</u>

Separate figures for repair services, provisions and supplies are not available, but these are included under the heading "Port and other disbursements". It is, however, thought that this more comprehensive figure will be more helpful to



1 the Commission than the limited information asked
2 for.

3
4 QUESTION: (4) "The extent to which British ships
5 engaged in trans-oceanic trade now incidentally
6 engage, or might be expected to engage, in
7 Canada's coasting trade (or any other evidence
8 of the interlocking economies of Canada's
9 coasting and overseas trade.)"

10 ANSWER: In general, the British tramp ships
11 employed in the Canadian coastal trade do so for the
12 season only and do not normally link this employment
13 with trans-oceanic voyages. The position so far as
14 liner
15 British cargo ^{liner} tonnage is concerned is that a number
16 of companies with specialised tonnage engaged on
17 trans-oceanic employment do make regular calls on
18 the Canadian coast, while others do so only occasion-
19 ally. The Commission has received in the submissions
20 of individual companies full information of the ex-
21 tent and value of these cargo liner services.

22 In its letter to the Commission on the 22nd
23 April, the General Council ventured to suggest the
24 importance of the interlocking of Canada's coasting
25 and overseas trades. In this connection it is
26 also pertinent to mention that the Lines serving
27 Canadian North Atlantic ports supply Canadian Great
28 Lake carriers with a substantial quantity of cargo
29 annually for on carriage from Montreal to Toronto
30 and Hamilton. In addition to this cargo from
the U.K. to Canada, it is understood that the
Canada Steamship Lines carry liner cargo in the



1 reverse direction from the Great Lakes ports to Mont-
2 real for transshipment into ocean liner tonnage for
3 discharge at U.K. ports.

4 Looking to the future, it is not thought that
5 the opening of the Seaway would lead to any radical
6 change in the pattern of British liner services, but
7 it would be expected that they would share in the
8 increased volume of shipping traffic which must
9 consequently follow.

10 As regards the opportunities which will be
11 available for increased employment for ocean-going
12 tramp tonnage, this will be restricted, as previously
13 mentioned, by the limited draught of the Seaway.
14 The ocean tramp of 9000 d.w.t. capacity is to be
15 compared with the new Canadian Lakers which, it is
16 understood, can load up to 25,000 tons on about 25
17 ft. fresh water draught.

18 With these material considerations in mind,
19 the opportunities for greater employment to the
20 ocean-going tramp is likely to be between Canadian
21 ports and other countries rather than in the inter-
22 locking of Canadian coastal employment with trans-
23 oceanic voyages.

24
25
26 QUESTION: (5) "To what extent to you consider
27 it practicable to supply from the British
28 Isles, ships and services suitable for
29 Canadian coasting trade in the Great Lakes
and elsewhere, having regard to physical
considerations, labour problems and any
other relevant circumstance."

30 ANSWER: The General Council hopes that the



1 Commission will feel that insofar as this question
2 is concerned with the ability of U.K. shipping to
3 contribute to the trade of Canada and the provision
4 of the most efficient and economical transport facili-
5 ties in the coasting trade, the answers which it
6 has given to the other questions dealt with in this
7 memorandum, will be adequate.

8 These summarise what has been found practi-
9 cable in the past and it is the considered view of
10 the General Council that, subject to the draught
11 limitation and the other considerations which have
12 been mentioned, the continuance and extension of
13 the services referred to will be no less practicable
14 in the future.

15 The extent to which the question has in mind
16 problems of ship construction is dealt with in the
17 answer to Question (10).
18

19
20 QUESTION: (6) "How far do you feel that British
21 shipping that might participate in the
22 Canadian coasting trade would be likely to
be withdrawn to find profitable employment
elsewhere during the winter months."

23 ANSWER: In replying to this question,
24 it is necessary to draw a distinction between
25 liner and tramp services.

26 Since the very nature of a liner service
27 is its regularity, sailings will be continued
28 throughout the year where navigational conditions
29 permit, e.g. the combined trans-oceanic/coastal
30 services provided by Company 'H'. On the other



1 hand, a number of vessels in the Manchester/St.
2 Lawrence service must necessarily be withdrawn in
3 November because of ice conditions. These ships
4 are transferred to the Mediterranean area during
5 the winter months. Similarly, Companies 'A' and 'B'
6 have demonstrated the long term basis of their ser-
7 vices which are operated throughout the navigable
8 season. The fact that such ships may be profitably
9 employed elsewhere during the closed season is, it
10 is submitted, a contributory factor to the ability
11 of such vessels to provide a service at the most
12 competitive rates during the open season.

13 So far as tramp tonnage is concerned, this,
14 unlike liner services, is available on the world's
15 market for the movement of bulk cargoes wherever the
16 demand exists. The competitive nature of the inter-
17 national freight market will, however, ensure to
18 Canada, as in the past, the availability of tramp
19 tonnage at the lowest competitive market rates,
20 whether this be in the trade to and from Canada or
21 in the coasting trade itself.

22
23
24 QUESTION: (7) "Any information that you may be
25 able to let us have on the relative costs
26 of operation of British and Canadian ships
27 engaged in the coasting trade (for example,
28 would you accept such comparisons as have
29 been published in annual reports of the
30 Canadian Maritime Commission No. 2, pages
40/43, No. 5, page 21 and No. 6, page 9.)"

ANSWER: In general comparisons of the opera-
ting costs of vessels of one country with those of



1 another involve major practical difficulties because
2 of the wide differences between the various types of
3 tonnage, the nature and requirements of and the
4 customs in the different trades and, indeed, between
5 the practices of one owner and another with similar
6 vessels operating under the same flag. Furthermore,
7 the General Council has not available to it detailed
8 information of the costs of operating ships under
9 the Canadian flag. It regrets, therefore, that it
10 cannot supply a comparison of operating costs on
11 the lines sought by the Commission.

12 So far as the figures to which you refer in
13 the Annual Reports of the Canadian Maritime Commis-
14 sion are concerned, the General Council has no know-
15 ledge of the way in which they were collected and
16 compiled. It could not, however, accept a number of
17 the figures given by the Commission relating to costs
18 of operation of U.K. ships. For example, the General
19 Council, even after taking into account the differ-
20 ences in the dollar/sterling rates of exchange,
21 could not accept the implication in the figures that
22 the cost of repairs and maintenance (excluding sur-
23 veys) fell markedly from 1948 to 1951. It finds
24 these figures of repairs and maintenance even harder
25 to understand when contrasted with the sharp in-
26 crease in the cost of insurance for these compara-
27 tive years, as shown by the Maritime Commission's
28 figures. Again, the cost of insurance for 1952 is
29 shown at a considerably smaller figure than for 1951,
30



1 although for 1952 the cost of repairs and maintenance
2 (on this occasion including provision for surveys)
3 shows a rise over 1951 of 140 per cent.

4 Although the General Council cannot for the
5 reasons explained give any general comparison of
6 operating costs as between Canadian and U.K. ships,
7 it may help the Commission to have the attached table
8 (Appendix I) showing the current basic rates of pay
9 for various grades of seafarers as agreed by the
10 National Maritime Board in the United Kingdom for
11 U.K. ships. In submitting this statement an attempt
12 has been made to bring up-to-date and to amend the
13 Table which appears on page 42 of the Canadian Mari-
14 time Commission Report No. 2.

15 In the first place, rates applying in May,
16 1955, (including the £6 per month Canadian bonus)
17 have been given. Secondly, the officers' rates have
18 been altered to conform to the 7000/9000 ton category
19 in the officers' scales which is most appropriate
20 to a ship of 10,000 tons deadweight. Efficient
21 service pay for ratings has also been included as it
22 is quite unrealistic to take the "Begin at" rates
23 for such personnel. It must be emphasised that
24 this table shows basic rates of pay only and does
25 not include overtime, social insurance or pension
26 contributions, and the figures should be read in con-
27 junction with the comments in the right hand column
28 of the table and in accordance with the notes at
29 the foot. If the costs in this table are used
30



1 as a basis of comparison with a ship of any other
2 flag, then account would need to be taken of any
3 differences in leave allowances or manning scales.
4

5 QUESTION: (8) "Extent to which ships other than
6 those of United Kingdom registry do in fact
7 participate in the United Kingdom coasting
trade."

8 ANSWER: The table appearing in Appendix II
9 shows the number and deadweight tonnage of United
10 Kingdom and foreign vessels trading on the U.K. coasts
11 at various dates in 1954. It will be noted that dur-
12 ing this period an average of 736 U.K. vessels and 17
13 foreign vessels participated in this trade. Foreign
14 competition arose, in the main, from vessels of up
15 to 500 deadweight tons and, on a deadweight basis,
16 6 per cent. of the vessels of this capacity were
17 foreign.

18 In fact the majority of foreign vessels trad-
19 ing on the U.K. coasts are of Dutch flag, i.e. ves-
20 sels whose home ports are within easy reach of the
21 U.K.
22

23 QUESTION: (9) "Any observations that you may
24 care to make concerning the broader relation-
ships of shipping policy and world commerce."

25 ANSWER: There are two aspects to this ques-
26 tion - first, the part shipping plays in world
27 commerce as a transport medium and, secondly, ship-
28 ping's role as being itself an element of world
29 commerce.
30



1 On the first aspect, it is hardly necessary
2 to stress the extent to which world commerce is
3 dependent on economic and efficient transport ser-
4 vices, whether by sea, air, rail or road. What is
5 perhaps not generally appreciated is the magnitude
6 of the role played by shipping in this respect.
7 According to an estimate made in 1938, no less than
8 80 per cent. by volume of total world trade was
9 carried by sea (Chamber of Shipping of the United
10 Kingdom and the Liverpool Steam Ship Owners' Associa-
11 tion Fact-Finding Inquiry: December, 1938). No
12 comparable figure is available for the post-war
13 period, but the United Nations Statistical Year Book
14 1954 shows that in 1953 world seaborne trade amounted
15 to 670 million metric tons. Clearly, therefore,
16 the
17 shipping plays a dominant role in the provision of
18 transport services for world commerce and anything
19 reducing the efficient use of this service must
20 react to the detriment of world trade as a whole

21 Of the future, while air transport will play
22 an increasingly important role in the field of inter-
23 national transport, there seems little doubt that
24 sea transport will continue to play the dominant
25 role - a role moreover of increasing importance
26 as world trade steadily expands.

27 For the highly developed countries where it
28 is now generally recognised that lasting economic
29 prosperity depends on flourishing international
30 trade, the availability of economic and efficient



1 sea transport is a major factor in their ability to
2 market their goods throughout the world in competition
3 not only with each other but often with local manu-
4 facturers of similar goods in the countries to which
5 they export.

6 In the case of the under-developed countries,
7 the provision of efficient and economic transport
8 services is perhaps even more vital. In most cases
9 they are potentially vast producers of primary pro-
10 ducts and are therefore almost entirely dependent on
11 sea transport for the realisation of this potential.

12 There is a tendency amongst these countries -
13 though it is not unknown also amongst the 'highly
14 developed' countries - to attempt to provide their
15 own shipping for the carriage of their own trade, as
16 a form of security measure against the possible with-
17 drawal of 'foreign' shipping services in times of
18 emergency. This point is dealt with later under
19 Question (11). Taking the broad view, there is of
20 course every reason why a nation should want to
21 develop her own transport facilities, and taking
22 the narrow view (in a time of great world demand for
23 shipping services) this may even in the first in-
24 stance seem to have been an economic action. But
25 this is never so, unless these ships are competi-
26 tive in the world market for shipping services.
27 To the extent to which they fail to be competitive
28 they cannot avoid being a tax upon the productiv-
29 ity of the country which supports them. If, to
30



1 the slightest degree, they are permitted to charge
2 for carrying goods or passengers more than the com-
3 parable available ships on the international shipping
4 market would charge, this is a tax upon the exporter
5 or importer of the goods, or upon the passengers,
6 and so becomes an addition to the costs of the trade
7 of the country concerned.

8 It is, therefore, no exaggeration to claim
9 that the availability of efficient and economic ship-
10 ping services is a vital element in the commerce of
11 any country - and finally of the world, because the
12 prosperity and well-being of the whole is conditioned
13 by that of the part.

14 It is equally true that effective and cheap
15 shipping services can only be attained by the un-
16 restricted circulation of shipping in international
17 trade in free and fair competition.

18 Although in its infancy shipping was often
19 national in character, the variety of services now
20 being offered to the merchants of the world would
21 not be possible but for shipping's progressive trans-
22 formation into what is now essentially an inter-
23 national service.

24 As is well known, the shipping services of
25 the world fall into two categories. The Liner
26 services, which operate between fixed points at
27 regular intervals, pick up and discharge cargo all
28 along the routes. These not only provide constant
29 and frequent transport services for the merchants
30



1 of all the countries between their terminal ports,
2 but also by ensuring the optimum use of the ships
3 employed, enable them to make the lowest charge
4 for their services. A pertinent example of this
5 type of operation is the service provided by Com-
6 panies 'G' and 'H' referred to earlier in answer to
7 Question (1).

8 The Tramp services provide a cheap form of
9 transport for bulk cargoes (both dry-cargo and oil)
10 between ports all over the world. They will go
11 wherever they are needed and whenever they are need-
12 ed subject, of course, to the inducement being
13 satisfactory. They are highly competitive with one
14 another. Clearly this type of service can only be
15 operated at the lowest cost to customers if tramp
16 ships are free to compete for cargo wherever it
17 and they are available, thus obviating as far as
18 possible long and costly ballast voyages.

19 So it is an essential feature of both main
20 types of sea transport that they can only be run
21 efficiently and cheaply on a world-wide basis, and
22 any departure from the principle that ships of all
23 flags must have complete freedom to compete for
24 all cargoes offering can only result in the un-
25 economic use of shipping and so in increased trans-
26 port costs. It cannot be stressed too strongly
27 that this freedom to employ ships to their maxi-
28 mum capacity is vital and that any restriction
29 of it must ultimately send up the cost of
30



1 providing the service to the detriment of the trade
2 of the country or countries served.

3 Secondly, there is shipping's role as a part
4 of world commerce itself. World trade no longer
5 consists of the simple barter of goods. Ancillary
6 services of transport, insurance, banking, etc.,
7 have themselves become independent elements of world
8 trade, so much so that to some countries the sale
9 of their services is even more important than the
10 sale of their goods. In Norway, for example, the
11 economy of the country is almost entirely dependent
12 on the earnings of its shipping in international
13 trade. To varying degrees this is also true of the
14 other Scandinavian countries and several of the
15 European countries. Even in the United Kingdom, a
16 country whose economy is largely based on the export
17 of manufactured goods, U.K. shipping provides no
18 less than some £200 million net a year in foreign
19 earnings towards redressing the adverse balance
20 on visible transactions. Shipping services for
21 Canadian account contribute some 40 million dollars
22 a year to this total.

23 For these countries, which depend so much
24 on the earnings of their ships, to be able to
25 provide shipping services to the world is an essen-
26 tial feature of their economic structure. It is
27 a "commodity" which they offer in an internation-
28 al market and as long as this market remains
29 freely competitive it is submitted that, as past
30



1 experience has shown, the merchants of the world will
2 have no cause to question the economy and efficiency
3 of the transport services provided by international
4 shipping.

5 Probably the most notable development in
6 international trade during the post-war years has
7 been the increasing acceptance by governments of the
8 policy of liberalisation as the most effective means
9 of ensuring and stimulating the flow of internation-
10 al trade. In their different ways the Organisation
11 for European Economic Co-operation and General Agree-
12 ment on Tariffs and Trade both offer striking evi-
13 dence of this realisation. It is paradoxical,
14 however, that whereas much progress has been made in
15 liberalising the flow of goods, there has not been
16 the same ready acceptance of the policy of liberali-
17 sation in connection with the supply of services.
18 To those concerned with the provision of services,
19 it is however heartening to know that the organisa-
20 tion which it is proposed should in future administer
21 G.A.T.T., the Organisation for Trade Co-operation,
22 does recognise that the provision of services is
23 as much a part of world trade as the provision of
24 goods, and that the policy of liberalisation should
25 apply to both.

26 The business community has long recognised
27 this, as evidenced by the chain of resolutions
28 adopted by the International Chamber of Commerce
29 during the past thirty years at its biennial
30



1 Congresses. This Organisation embraces all sections
2 of commercial enterprise and its membership is repre-
3 sentative of business interests who are users of
4 transport in no fewer than 57 countries. At London
5 in 1921, for example, it "proclaimed anew the neces-
6 sity for the renewed assertion of the great princi-
7 ples of freedom of communications and of transit and
8 of reciprocal and equitable freedom of commerce
9 regardless of nationality." More recently, in a
10 resolution adopted at Tokyo in May this year (Appen-
11 dix III), it re-stated its view that all forms of
12 flag discrimination act as a brake on the free flow
13 of international trade and cut right across the
14 principle of the freedom of the seas on which inter-
15 national shipping is vitally dependent if it is to
16 continue to provide efficient and economic trans-
17 port services for the merchants of the world.

18
19
20 QUESTION: (10) "Would British shippers be able to
21 supply ships suitable for carrying on, for
22 example, the grain and ore trades in the Great
Lakes and St. Lawrence River, of what capa-
city, and would it be safe for such vessels
to cross the Atlantic Ocean?"

23 ANSWER: It may certainly be assumed that
24 British shipowners would be able to supply ships
25 suitable for employment in the kind of trades indi-
26 cated in this question, but as stated in reply to
27 Question (1) the General Council hesitates to pre-
28 dict in any precise manner the pattern of the new
29 trades which will develop following the opening of
30



1 the Seaway and therefore the type and capacity of
2 vessel which will be found to be most suitable.
3 However, past experience has shown that British ship-
4 building and the yards of the United Kingdom have
5 constructed and delivered many types of specialised
6 tonnage designed to operate in widely different con-
7 ditions obtaining in all parts of the world, and
8 the General Council has little doubt that ships could
9 be built economically in the United Kingdom for em-
10 ployment in these new trades. Even assuming that
11 ships on the lines of the modern Great Lakers will
12 be needed, the General Council is advised that these
13 could be constructed in British shipyards with spec-
14 ial temporary structural modifications for the voyage
15 across the Atlantic Ocean.

16
17 QUESTION: (11) "Assuming that the British shippers
18 construct ships that are capable of engaging
19 in the Canadian coastal trade during the summer
20 season and going to deep-water service in
21 winter, what would happen to such ships in
22 the event of war or other emergency? Could
23 the Canadian patrons depend upon the continued
24 operation of such ships in Canadian coastal
25 service, or would they have to reckon with
26 the probability that the British authorities,
27 in the event of an emergency, would withdraw
28 some or all of these vessels from Canadian to
29 other services?"

30
31 ANSWER: This is a question involving broad
32 considerations of defence policy which, it is sub-
33 mitted, it would be inappropriate for the General
34 Council to attempt to answer beyond saying that
35 it is understood that one of the main tasks of
36 the Planning Board for Ocean Shipping of the North



1 Atlantic Treaty Organisation would be the allocation
2 of tonnage to meet the national needs of member
3 countries in times of emergency.
4
5
6
7

8 22.8.1955.
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APPENDIX I10,000 Ton deadweight General Cargo VesselNATIONAL MARITIME BOARD SCALES

(Rates of pay effective from 30th May, 1955)

Monthly Wages for Crews in U.K. Vessels engaged in Canadian Trade

(Figures include Canadian bonus E6 (\$16.56) and E3 (\$8.28) for boys)

<u>Officers</u>	<u>\$ Canadian</u>	<u>£</u>	
Master			
Chief Officer	187.34	67.17. 6	"Begin at" - With Superior Cert.
2nd Officer	138.00	50. 0. 0	Fixed Rate - With Certificate of Rank.
3rd Officer	122.82	44.10. 0	" " - With Certificate.
Chief Engineer	225.63	81.15. 0	"Begin at" - Minimum.
1st. Asst. Engineer	187.34	67.17. 6	"Begin at" - With Superior Cert. (2nd Engr.)
2nd "	148.70	53.17. 6	"Begin at" - With Certificate (3rd Engr.)
3rd "	125.92	45.12. 6	Fixed Rate - With Certificate (4th Engr.)
Radio Operator	118.00	42.15. 0	Grade 1.
Cadet			



	<u>\$ Canadian</u>	<u>£</u>	
<u>Unlicensed Personnel</u>			
<u>Deck Department</u>			
Boatswain	114.54	41.10. 0	Includes E.S.P. £4 (\$11.04) A.B.'s Cert. 10/-d. (\$1.38)
Boatswain's Mate	108.33	39. 5. 0	Includes E.S.P. £4 (\$11.04) A.B.'s Cert. 10/-d. (\$1.38)
Carpenter	119.72	43. 7. 6.	Includes E.S.P. £4 (\$11.04) "
Able Seaman	104.88	38. 0. 0.	A.B.'s Cert. 10/-d. (\$1.38) Includes E.S.P. £4 (\$11.04) "
Senior Ordinary Seaman	73.48	26.12. 6.	
Quartermaster	106.26	38.10. 0.	Includes E.S.P. £4 (\$11.04) A.B.'s Cert. 10/-d. (\$1.38) Over 6 months' service.
Deck Boy	41.40	15. 0. 0.	
<u>Engine Department</u>			
Electrician	136.28	49. 7. 6.	"Begin at" - Single-handed ships
Junior Engineer	104.54	37.17. 6.	Fixed Rate - Uncertificated.
Oiler	104.88	38. 0. 0.	Includes E.S.P. £4 (\$11.04) (Fireman)
Water tender	106.26	38.10. 0.	" E.S.P. £4 (\$11.04)
Fireman/Leading	106.26	38.10. 0	"
Fireman/Water tender	-	-	"
Wiper	103.50	37.10. 0	" " " " (Trimmer)
Donkeyman	110.40	40. 0 .0.	" " " " " "
Engineboy	-	-	"



\$ Canadian

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Steward's Department

Chief Steward	132.14	47.17. 6.	Includes E.S.P. £4 (\$11.04)
Second Steward	102.12	37. 0. 0.	" " " "
Chief Cook	123.16	44.12. 6.	" " " "
2nd Cook's Baker	104.88	38. 0. 0.	" " " "
Assistant Cook	102.12	37. 0. 0.	" " " "
Utilityman	-	-	
Messman	-	-	
Messboy	46.23	16.15. 0	1 year's service and under 2.

Note 1.

E.S.P. - Efficient Service Pay which is £1 extra per month after one year's service in an adult grade at sea, increasing by £1 a month to a maximum of £4 (\$11.04) after four years.

Note 2.

Rate of Exchange calculated at £ = 2.76 Canadian Dollars.

Note 3.

Where reference is made to a "Begin at" rate for officers, this means that the officer is entitled to seniority increments for service with the same owner. These vary from £2. 5. 0.

General Council of British Shipping
August, 1955.

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APPENDIX II

DRY-CARGO VESSELS OF 100 GROSS TONS AND OVER

1. U.K. vessels trading on the U.K. coast at the dates shown (1954)

	<u>15th Feb.</u> No. dwt. (000)	<u>15th May</u> No. dwt. (000)	<u>15th Aug.</u> No. dwt. (000)	<u>15th Nov.</u> No. dwt. (000)	<u>Average</u> No. dwt. (000)
Up to 499 dwt.	256 73.3	248 70.2	241 67.4	246 69.5	248 70.1
500 - 799 dwt.	140 89.7	146 93.5	145 92.8	135 86.9	141 90.7
800 - 1,199 dwt.	81 81.4	79 78.1	74 72.6	68 66.8	76 74.7
1,200 dwt. & over	286 705.1	294 704.5	253 602.4	250 608.3	271 655.1
Total	763 949.5	767 946.3	713 835.2	699 831.5	736 890.6



2. Foreign vessels loading, carrying or
discharging cargoes on the U.K. coast
at the dates shown (1954)

	<u>15th Jan.</u> <u>No.</u> (000)	<u>15th Apr.</u> <u>No.</u> (000)	<u>15th July</u> <u>No.</u> (000)	<u>15th Oct.</u> <u>No.</u> (000)	<u>Average</u> <u>No.</u> (000)
Up to 499 dwt.	16	19	7	14	14
500 - 799 dwt.	4	5	2	1	3
800 - 1,199 dwt.	-	-	1	-	1
1,200 dwt. & over	-	-	0.9	-	0.9
Total	20	24	10	15	17
	7.6	9.2	4.3	5.8	6.7

3. Summary Table - Average of the quarterly figures

	<u>U.K. Vessels</u> dwt (000)	<u>Irish Rep. & Foreign Vessels</u> dwt (000)	<u>Total All Vessels</u> dwt (000)	<u>Irish Rep. & Foreign as % of Total</u>
up to 499 dwt.	70.1	4.5	74.6	6.0
500 - 799 dwt.	90.7	2.0	92.7	2.2
800 - 1,199 dwt.	74.7	0.9	75.6	1.2
1,200 dwt. & over	655.1	-	655.1	-
Total	890.6	6.7	897.3	0.7

(Prepared from material supplied by the Ministry of Transport)

General Council of British Shipping

August, 1955.

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APPENDIX III

FLAG DISCRIMINATION

Resolution adopted at the XVth biennial
Congress of the International Chamber of Commerce
Tokyo - May, 1955

The International Chamber of Commerce registers its profound concern at the continued increase in flag discrimination, particularly in the form of measures directed to the routing of cargo to ships of the national flag.

2. It recalls that both at Lisbon in 1951 and at Vienna in 1953, it drew attention to the serious increase in this type of flag discrimination, whether under provisions to share traffics in trade treaties between the signatory countries or by unilateral action on the part of governments directly reserving a percentage of traffic to ships of their flags.

3. The I.C.C. restates its view that all forms of flag discrimination act as a brake on the free flow of international trade and draws especial attention to the cargo preference type of discrimination, which constitutes a negation of the principle of liberalization for which the I.C.C. stands, and cuts right across the principle of the freedom of the seas on which international shipping is vitally dependent, if it is to continue to provide efficient and economic transport services for the merchants of the world.

4. The I.C.C. therefore calls on all govern-



1 ments to abandon policies of flag discrimination,
2 which whatever may be considered to be their short-
3 term benefits to the parties concerned, can only re-
4 act in the long run to the detriment of international
5 trade as a whole.
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11 Footnote:- The Indian National Committee dissented
12 from this resolution.
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---EXHIBIT NO. 118: Rates on Grain from Representative Points in Western Canada to Fort William, Ont. and to Vancouver, B.C. for export.

EXHIBIT NO. 118

RATES ON GRAIN FROM REPRESENTATIVE POINTS IN WESTERN CANADA TO FORT WILLIAM, ONT. AND TO VICTORIA, B.C. FOR EXPORT

<u>F R O M</u>	<u>TO FORT WILLIAM</u>	<u>TO VANCOUVER FOR EXPORT</u>
<u>RATES IN CENTS PER 100 LBS.</u>		
<u>GROUP "B" TERRITORY</u>		
Battleford, Sask.	24¢	24¢
Wilkie, "	23	23
Amisk, Alta.	24	24
Druid, Sask.	24	24
Monitor, "	24	24
Maple Creek, "	23	23
Bain, Alta.	24	24
Robsart, Sask.	24	24
Val Marie, "	25	25
<u>GROUP "A" TERRITORY</u>		
Prince Albert, Sask.	23¢	31¢
Biggar, "	23	24
Saskatoon, "	22	24
Swift Current, "	22	24
Shaunavon, "	23	24
Moose Jaw, "	20	25
Regina, "	20	26
<u>GROUP "C" TERRITORY</u>		
Lloydminster, Alta.-Sask.	24¢	23¢
Hardisty, Alta.	25	24
Camrose, "	26	21
Coronation, "	25	23
Stettler, "	26	22
Edmonton, "	26	20
Red Deer, "	27	22
Empress, "	24	23
Medicine Hat, "	24	23
Bassano, "	25	21
Calgary, "	26	20
Lethbridge, "	25	22
Cardston, "	26	23

Montreal, Que., October 11th, 1955.



---EXHIBIT NO. 119: Statement of traffic likely to be exposed to increased water competition resulting from building of Seaway.

EXHIBIT NO. 119

CANADIAN PACIFIC RAILWAY

STATEMENT OF TRAFFIC WHICH IS LIKELY TO BE EXPOSED TO
INCREASED WATER COMPETITION RESULTING FROM BUILDING
OF THE ST. LAWRENCE SEAWAY

BASED ON TRAFFIC HANDLED DURING THE MONTHS
OF APRIL TO NOVEMBER INCLUSIVE, 1953

IMPORT TRAFFIC

<u>B E T W E E N</u>	<u>A N D</u>	<u>Tons</u>	<u>Revenue</u>
St. Lawrence) River Ports) also) United States) North Atlan-) tic Ports)	Points in Ontario and in the United States, Buffalo and West.	119,441	\$1,895,528

Representative Movements of Import Traffic

Cocoa Beans	Liquors and Wines
Coffee	Machinery
Burlap	Vegetable Oils
Chemicals	Rubber
China Clay	Sisal
Confectionery	Steel Wire
Cork	Steel
Dates	Tractors
Dried Fruit	Woodpulp to United
Dry Goods	States points
Earthenware	Wool
Glass	

(Continued)

EXPORT TRAFFIC (EXCLUDING BULK GRAIN)

<u>B E T W E E N</u>	<u>A N D</u>	<u>TONS</u>	<u>REVENUE</u>
Points in Ontario, and in the United States, Buffalo and West	) St. Lawrence River Ports) also) United States) North Atlantic) Ports	144,106	\$1,729,272

Representative Movements of Export Traffic

Flour from Ontario
Asbestos from Ontario
Automobiles from Detroit, Windsor and Oshawa
Copper from the Sudbury area
Lumber from Ontario
Oil Cake Meal from Toronto
Nickel Copper Matte from the Sudbury area
Synthetic Rubber from Sarnia
Scrap Steel from Ontario points
Tobacco from Leamington and Chatham
Woodpulp from Marathon and Dryden

EXPORT BULK GRAIN

<u>B E T W E E N</u>	<u>A N D</u>	<u>TONS</u>	<u>REVENUE</u>
Fort William	St. Lawrence Ports	3,150	\$ 28,930
Bay Ports	St. Lawrence Ports	1,066,695	4,292,381
Local Ontario Points	St. Lawrence Ports	8,925	71,400
		1,078,770	\$4,392,711

TOTAL IMPORT AND EXPORT TRAFFIC

	<u>T O N S</u>	<u>REVENUE</u>
Import	119,441	\$1,895,528
Export	1,222,876	6,121,983
TOTAL	1,342,317	\$8,017,511

(Continued)

DOMESTIC TRAFFICBETWEEN POINTS IN EASTERN CANADA

<u>B E T W E E N</u>	<u>A N D</u>	<u>T O N S</u>	<u>REVENUE</u>
Montreal, Que.)	Toronto, Ont.)	459,323	\$5,092,030
Trois Rivieres,)	Hamilton, Ont.)		
Que.)	Windsor,)		
Quebec, Que.)	Sault Ste.)		
and adjacent)	Marie, Ont.)		
areas)	and adjacent)		
	areas)		

REPRESENTATIVE MOVEMENTS OF DOMESTIC TRAFFIC
BETWEEN POINTS IN EASTERN CANADA

Pig Iron from Hamilton and Sault Ste. Marie to
Montreal.
Manufactured Iron and Steel from Montreal to Windsor
" " " " " Hamilton to Montreal
" " " " " Sault Ste. Marie to
Montreal
Automobiles from Windsor to Montreal.
Beverages from London to Montreal.
" " Montreal to Toronto.
Newsprint Paper and other Papers from Trois Rivieres
to Toronto.
Newsprint Paper and other Papers from Quebec to
Toronto.
Other Manufactured Goods from Hamilton to Montreal
" " " " Montreal to Hamilton
" " " " Montreal to Toronto
" " " " Toronto to Montreal
Less-than Carload Merchandise from Montreal to
Toronto
Less-than Carload Merchandise from
Toronto to Montreal.

BETWEEN EASTERN CANADA AND WESTERN CANADA

<u>B E T W E E N</u>	<u>A N D</u>	<u>T O N S</u>	<u>REVENUE</u>
Quebec, Que.)	Points in:)		
Trois Rivieres,)	Ontario)		
Que.)	(Port Arthur		
Montreal, Que.)	and West)		
Toronto, Ont.)	Manitoba)	251,523	\$13,125,268
Hamilton, ")	Saskatchewan		
Windsor, ")	Alberta)		
Sault Ste. Marie,)			
Ont. and ad-)	British)	168,071	8,985,677
jacent areas)	Columbia)		
	TOTAL	419,594	\$22,110,945



Representative Movements of Domestic Traffic
Between Eastern Canada and Western Canada

Flour and Mill Products	- Western Canada to Ontario and Quebec.
Lumber, Timber and Plywood	- British Columbia to Ontario and Quebec.
Canned Goods	- British Columbia to Ontario and Quebec.
Manufactured Iron and Steel Products	- Montreal, Toronto, Hamilton and Windsor to various points in Western Canada.
Lubricating Oil	- Montreal, Toronto, Clarksons and Sarnia to various points in Western Canada.
Paperboard, Pulp-board and Wall-board	- Trois Rivieres, Toronto, Sturgeon Falls to various points in Western Canada.
Beverages	- Montreal, Toronto and London to various points in Western Canada.
Canned Goods	- Montreal, Toronto, Chatham, Leamington and Wallaceburg to various points in Western Canada.
Various Manufactured Articles	- Montreal, Peterboro, Toronto, Hamilton and Windsor to various points in Western Canada.
Less-than-Carload Merchandise	- Montreal, Peterboro, Toronto, Hamilton and Windsor to various points in Western Canada.

R E C A P I T U L A T I O N

	<u>T O N S</u>	<u>REVENUE</u>
Import and Export Traffic	1,342,317	\$ 8,017,511
Domestic Traffic within Eastern Canada	459,323	5,092,030
Domestic Traffic between Eastern and Western Canada	<u>419,594</u>	<u>22,110,945</u>
TOTAL	<u>2,221,234</u>	<u>\$35,220,486</u>



1 ---EXHIBIT NO. 120: List of Canadian National
2 ships in service in the Atlan-
3 tic and Pacific waters.

4 EXHIBIT NO. 120

5 CANADIAN NATIONAL RAILWAYS

6 NEWFOUNDLAND SERVICES

7	S.S. "Bar Haven"	Southwest Coast
8	S.S. "Baccalieu"	Southwest Coast
9	M.V. "Burin"	Placentia Bay Service - Coastal
10	M.V. "Clareville"	South Side, Notre Dame Bay -
11		Coastal
12	M.V. "Codroy"	North Side, Notre Dame Bay -
13		Coastal
14	S.S. "Springdale"	East & Northwest Coast
15	S.S. "Northern Ran- ger"	Coastal - East & Northwest Coast
16	S.S. "Burgeon"	Gulf Service & Coastal
17	S.S. "Cabot Strait"	Gulf Service
18	S.S. "Random"	Gulf Service
19	S.S. "Glencoe"	Northeast Coast
20	M.V. "Henry W. Stone"	General Freight - Coastal & Gulf as required
21	S.S. "Kyle"	Coastal - Labrador Service
22	M.V. "William Car- son"	Gulf Argentia (temporary)

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25 UNDER CHARTER

26	Average 3 ships	Operating Cabot Strait Service
27	3 ships	Operating in Coastal Trade
28		exclusively for the carriage
29		of oil and other restricted
30		commodities.



CANADIAN NATIONAL RAILWAYS

NEWFOUNDLAND SERVICE

VESSEL	DATE BUILT	LENGTH	BREADTH	GROSS TONS	REGISTERED NET TONS	TYPE	passenger capacity
S.S. "BACCALIEU"	1940	233.5	37.1	1,421	839	Cargo & Passenger	60 1st-40 2nd - 100
S.S. "BAR H/111"	1948	205.0	34.2	1,138	468	" "	50 1st-40 2nd - 90
S.S. "BURGEO"	1940	233.5	37.1	1,421	839	" "	77 1st-40 2nd - 117
M.V. "BURIN"	1945	123.7	28.8	324	189	" "	16 2nd-18 Deck- 34
S.S. "CABOT STRAIT"	1947	261.0	41.2	2,045	1,036	" "	102 1st-40 2nd - 142
M.V. "CLARENVILLE"	1944	123.7	28.2	322	189	" "	16 2nd-18 Deck- 34
M.V. "CODROY"	1945	123.7	28.2	325	190	" "	16 2nd-18 Deck- 34
S.S. "GLENCOE"	1899	208.0	30.1	767	336	" "	40 1st-40 2nd - 80
M.V. "HENRY W. STONE"	1942	122.1	27.3	265	192	Cargo only	
S.S. "KYLE"	1913	220.0	32.3	1,055	548	Cargo & Passenger	50 1st-100 2nd- 150
S.S. "NORTHERN RANGER"	1936	220.4	36.1	1,365	740	" "	62 1st-77 2nd - 139
S.S. "RANDOM"	1921	267.7	42.2	1,792	1,006	Cargo only	



Montreal, P.Q.
August 25, 1955.

<u>VESSEL</u>	<u>DATE BUILT</u>	<u>LENGTH</u>	<u>BREADTH</u>	<u>GROSS TONS</u>	<u>REGISTERED NET TONS</u>	<u>TYPE</u>	<u>passenger capacity</u>
S.S. "SPRINGDALE"	1948	205.0	34.2	1,138	469	Cargo & Passenger	50 1st-40 2nd - 90
M.V. "WILLIAM CARSON"	1954	335.6	68.1	8,273	4,604	" "	262 1st 262

CANADIAN NATIONAL RAILWAYSPACIFIC COAST SERVICES.

C.N.S. S/S "PRINCE
GEORGE"

Summer 10 day cruise service

Vancouver to Skagway, Alaska and
way ports of Prince Rupert, B.C.,
Ketchikan, Juneau, Skagway and
Wrangell, Alaska, and Ocean Falls,
B.C.

JOINT C.P.R./C.N.S.
"QUEEN OF THE NORTH"

Weekly Service

Vancouver, Westview, Ocean Falls,
Prince Rupert, Kitimat, and
Ketchikan, Alaska. Sailing on
Tuesday at 8.00 P.M., returning
on Monday at 4.00 P.M.

VANCOUVER ISLAND SERVICE
C.N.R. BARGE & FERRY
SERVICE

"CANORA"
C.N. TUG # 1 - With car barge C.N. 109 (Manned)
C.N. TUG # 2 - With car barge C.N. 107 (Manned)
C.N. BARGE # 111 - (Manned) - Used as required
with charter tugs.

Port Mann, Victoria,
Cowichan Bay, Chemainus,
James Island, Nanaimo.

OKANAGAN LAKE SERVICE
C.N.R. BARGE & FERRY
SERVICE

M.V. "PENTOWNNA"
C.N. TUG # 5 - With Barge (Not Manned)
C.N. TUG # 6 - With Barge (Not Manned)

Kelowna - Penticton,
Westbank, Penticton,
Peachland, Summerland,
Naramata and way ports.



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FREIGHT SERVICE FOR C.N.R.

F.M. Yorke & Sons Limited - Diesel Tugs and Barges

Vancouver - Ioco, Shellburn,
Stanovan, Unicoana, Port
Moody, Harmao, Port Mellon,
Dominion Mills (Fraser
River) Barnett, Britania
Beach, Campbell River,
Woodfbere, Squamish, B.C.

CANADIAN NATIONAL RAILWAYS - PACIFIC COAST SERVICESVESSEL DETAILS

SERVICE	VESSEL NAME	BUILT	LENGTH	BREADTH	REGIST	VESSEL TYPE	REMARKS
					REGISTERED TONNAGE		
C.N.S. Cruise Service	"Pr. George"	1947-1948	350' 0	52' 0	3236.59	Passenger & Freight Ship	260 1st Class Passengers - 400 tons cargo Weight & Measurement - Speed 17 1/2 knots - (Trials) - Steam Power
Joint CP & CNSS	"Queen of the North"	1929	262'	48'	1519.	Passenger & Freight Ship	166 1st Class Passengers - 300 tons Weight & Measurement tons - Speed 15 knots - Steam Power.
Port Mann-Vancouver Island Barge & Ferry Service	"Canora"	1918	308'	52.15'	940.31	Car Ferry-Self Propelled	Carries 20 railway cars on 3 tracks Port Mann-Vancouver Island Points - Steam Power 10 knots.
	C.N.Tug #1	1915	150'	25' 1"	.70	Tug	800 I.H.P. Steam - 7 1/2 knots.
	C.N.Tug #2	1919	143'	29' 7"	7.97	Tug	1200 I.H.P. Steam - 7 1/2 knots.



	SERVICE	VESSEL NAME	BUILT	LENGTH	BREADTH	NET	VESSEL TYPE	REMARKS
						REGISTERED TONNAGE		
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7		C.N. Barge 107	1929	270'	42'	1037.15	Car Barge	Carries 17 cars on 3 tracks - Steel Built - Manned by Skipper and 4 men and a cook.
8		C.N. Barge 109	1930	279'	42'	1131.49	Car Barge	Carries 17 cars on 3 tracks - Steel Built - Manned by Skipper and 4 men and a cook.
9		C.N. Barge 111	1942	232'	42.5'	823.40	Car Barge	Carries 14 cars on 3 tracks - Wooden Built - Victoria Harbor Service with chartered tugs manned by Skipper and one man.
10		M.V. "Pentowna"	1926	121'6"	22'	61.03	Tug	400 B.H.P. Diesel Power Twin Screw - 8 knots towing.
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SERVICE	VESSEL NAME	BUILT	LENGTH	BREADTH	NET REGISTERED TONNAGE	VESSEL TYPE	REMARKS
	C.N. Barge 110	1939	229'	39'9"	656.61	Car Barge	Carries 10 cars on 2 tracks - Steel Built - Unmanned.
	C.N. Barge 112	1948	240'	39'	703	Car Barge	Carries 10 cars on 2 tracks - Steel Built - Unmanned.
F.M. Yorke & Son Ltd.	"Yorke" 2, 3, 4, 5 & 10						Carries 4 cars on each.
	"Yorke" 1 & 7						Carries 6 cars on each.
	"Yorke" 6						Carries 12 cars.
	"Yorke" 9						Carries 18 cars.

Two Diesel tugs do the towing of this company.

Two Diesel tugs do the towing of this company.

Carries 18 cars.

Carries 12 cars.

Carries 6 cars on each.

Carries 4 cars on each.

Carries 10 cars on 2 tracks -
Steel Built - Unmanned.

Carries 10 cars on 2 tracks -
Steel Built - Unmanned.

REMARKS



---EXHIBIT NO. 125: Estimate by C.N.R. showing estimated traffic exposed to water competition.

EXHIBIT NO. 125

CANADIAN NATIONAL RAILWAYS

Statement showing Number of Tons and Revenue on Traffic that will come within the Scope of Increased Water Competition with Completion of the St. Lawrence Seaway

Based on traffic handled by the Canadian National Railways during the year 1953

<u>Description of Traffic:</u>	<u>Tons</u>	<u>Revenue</u>
<u>EXPORT GRAIN TO EASTERN PORTS:</u>		
Ex-Lake (Bay Ports)	1,282,936	\$5,227,000
All-Rail (ex Lakehead) ..	357,647	3,429,000
Ontario Grain	32,442	219,000
Grain ex United States ..	<u>110,825</u>	<u>625,000</u>
	<u>1,783,850</u>	<u>\$9,500,000</u>

EXPORT TRAFFIC (Excluding Grain):

From Ontario and United States Lake Ports and adjacent territory to Eastern Ports	254,125	\$2,020,000
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Representative Export Traffic

Flour	Woodpulp
Lumber	Canned Milk
Automobiles and parts	Agricultural Implements
Scrap Metal	Meats and
Asbestos	Packing House
Copper	Products
Nickel and Nickel-Copper Matte	Rubber Products



1	<u>IMPORT TRAFFIC</u>		<u>Tons</u>	<u>Revenue</u>
2	From Eastern Ports to			
3	Ontario and United			
4	States Lake Ports			
5	and adjacent			
6	territory		145,315	\$ 2,232,000
7	<u>Representative Import Traffic</u>			
8	Cement	Sugar		
9	Iron and Steel	Hemp and Sisal		
10	Ores	Dried Fruit		
11	Rubber	Tea		
12	China Clay	Woodpulp		
13	Glass	Chemicals		
14	Coffee	Machinery		
15	Burlap	Peanuts		
16	<u>DOMESTIC TRAFFIC:</u>			
17	Within Eastern Canada ...		583,047	\$ 6,122,000
18	<u>Representative Traffic</u>			
19	Newsprint	Pig Iron		
20	Paper	Beverages		
21	Manufactured	Pulpwood		
22	Iron and	Miscellaneous		
23	Steel	Manufac-		
24	Automobiles	tured		
25	Less-than-	Goods		
26	carload			
27	Merchandise			
28	Eastern Canada to Western			
29	Canada		169,344	\$10,330,000
30	<u>Representative Traffic</u>			
31	Lubricating	Paper Articles		
32	Oil	(other than		
33	Manufactured	Newsprint)		
34	Iron and	Canned Goods		
35	Steel	Miscellaneous		
36	Agricultural	Manufactured		
37	Implements	Goods		
38	Automobiles	Less-than-		
39	Furniture	carload		
40	Beverages	Merchandise		

(Continued)



	<u>Tons</u>	<u>Revenue</u>
Western Canada to Eastern Canada	197,526	\$ 7,796,000

Representative Traffic

Lumber and Plywood
Flour and Millstuffs
Non-ferrous Metals
Miscellaneous Manufactured Goods
Less-than-carload Merchandise

RECAPITULATION

	<u>Tons</u>	<u>Revenue</u>
EXPORT AND IMPORT TRAFFIC:	2,183,290	\$13,752,000
DOMESTIC TRAFFIC:		
Within Eastern Canada ...	583,047	6,122,000
Eastern to Western Canada	169,344	10,330,000
Western to Eastern Canada.	<u>197,526</u>	<u>7,796,000</u>
T o t a l	<u>3,133,207</u>	<u>\$38,000,000</u>

Canadian National Railways,
Montreal, Que., October 7, 1955.



CANADIAN NATIONAL RAILWAYS

Number of Bushels of Export Bulk Grain unloaded ex Canadian National Railways
into Export Elevators at British Columbia Coast Ports and Churchill, Man.

Month	New Westminster, B.C.			Prince Rupert, B.C.			Vancouver, B.C.		
	1953	1954	# 1955	1953	1954	# 1955	1953	1954	# 1955
Jan.	492,062	408,326	265,327	1,052,661	688,330	776,498	3,430,971	4,036,119	2,839,552
Feb.	399,224	589,094	211,108	936,937	214,273	1,169,957	2,182,961	3,948,764	2,055,128
Mar.	-	359,281	132,684	785,709	470,847	922,615	243,411	3,378,155	1,197,200
Apr.	-	237,721	239,698	1,115,719	1,276,660	423,545	198,961	1,048,234	2,124,000
May	102,843	257,709	173,155	1,171,015	285,012	254,600	3,712,451	2,710,344	1,515,312
June	597,167	143,082	144,250	1,112,023	71,185	11,177	5,751,286	1,416,240	1,223,010
July	775,749	240,783	140,411	993,996	422,788	143,488	3,855,504	2,035,605	2,103,720
Aug.	577,682	195,157	150,274	1,458,950	116,076	187,926	5,370,573	2,944,656	1,995,251
Sept.	542,115	225,729		998,087	370,982		5,257,656	3,034,395	
Oct.	449,598	296,948		728,434	160,914		4,404,590	3,055,318	
Nov.	500,339	195,283		1,264,002	233,945		3,635,805	2,466,184	
Dec.	540,584	320,175		774,059	626,722		4,117,359	3,546,816	
	4,977,363	3469,291	1456,907	12,391,592	4,937,734	3,889,806	42,151,528	33,620,830	15,053,173
	Victoria, B.C.			Churchill, Man.					
	1953	1954	# 1955	1953	1954	# 1955			
Jan.	-	550,670	351,376	-	-	-			
Feb.	-	455,455	187,460	-	-	-			
Mar.	493,403	175,006	223,668	-	-	-			
April	483,247	329,754	179,538	-	-	-			
May	192,083	242,957	179,538	-	-	-			
June	580,696	9,606	6,909	-	-	-			



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Canadian National Railways, Montreal, Que., October 7, 1955.

Port	1953	1954	Jan. 1 to August 31, 1955
New Westminster, B.C.	4,977,363	3,469,291	1,456,907
Prince Rupert, B.C.	12,391,592	4,937,734	3,889,806
Vancouver, B.C.	42,151,528	33,620,830	15,053,173
Victoria, B.C.	3,492,495	2,602,428	1,128,489
Churchill, Man.	63,012,978	44,630,283	21,528,375
	11,252,847	12,615,928	4,988,178
Grand Total	74,265,825	57,246,211	26,516,553

Composite Totals - Bushels.

Month	1953	1954	# 1955	Churchill, Man.
July	48,165	12,491	-	387,623
Aug.	78,147	209,831	-	4,051,827
Sept.	489,927	126,005	-	3,958,754
Oct.	540,117	269,022	-	2,224,799
Nov.	266,756	34,508	-	619,844
Dec.	319,954	187,123	-	156,921
# - Jan. 1st to August 31st.	3,492,495	2,602,428	1,128,489	11,252,847
				12,615,928
				4,988,178



CANADIAN NATIONAL RAILWAYS

Number of Bushels of Canadian Bulk Grain handled by Canadian National Railways
From Canadian Lake, Bay and River Ports to Eastern Canadian Ports for Export.

Month	Montreal, Que.			Quebec, Que.			Sorel, Que.		
	1953	1954	# 1955	1953	1954	# 1955	1953	1954	# 1955
Jan.	-	-	-	-	-	6,500	-	-	-
Feb.	-	-	-	-	-	-	-	-	-
Mar.	2,638,826	-	-	1,125,036	-	-	-	-	-
Apr.	2,882,242	810,885	526,262	1,115,006	602,904	654,686	190,946	-	-
May	2,942,655	845,048	1,230,330	1,832,209	245,734	1,029,880	493,705	-	-
June	4,551,421	108,114	359,509	2,366,724	-	417,942	1,454,390	-	-
July	3,753,977	32,483	478,225	2,642,955	-	104,050	839,936	-	-
Aug.	372,145	33,460	118,523	637,096	183,087	-	241,966	-	-
Sept.	1,218,020	381,634	-	1,103,839	817,969	-	300,878	-	-
Oct.	890,456	263,300	-	401,444	851,116	-	-	-	-
Nov.	2,508,381	999,650	-	307,879	793,387	-	478,755	-	-
Dec.	15,571	177,864	-	-	1,203,807	-	-	-	-
	21,773,694	3,652,438	2,712,849	11,532,188	4,698,004	2,213,058	4,000,576	-	-

- Jan. 1st to August 31st.



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- Jan. 1st to Aug. 31st.

Month	Halifax, N.S.			Saint John, N.B.		
	<u>1953</u>	<u>1954</u>	<u># 1955</u>	<u>1953</u>	<u>1954</u>	<u># 1955</u>
Jan.	1,107,455	359,589	3,464,091	70,000	-	409,767
Feb.	246,945	321,595	2,684,600	83,593	138,174	643,882
Mar.	309,286	1,245,103	3,373,192	-	227,182	614,705
Apr.	1,597,577	-	1,298,973	362,343	240,081	60,000
May	279,070	-	424,598	-	-	-
June	72,436	482,360	-	-	-	-
July	698,980	705,241	-	-	-	-
Aug.	79,482	36,500	-	100,000	-	-
Sept.	100,000	-	-	-	-	-
Oct.	-	447,696	-	-	-	-
Nov.	-	897,228	-	12,000	-	-
Dec.	391,947	1,683,756	-	33,884	551,923	-
# - Jan. 1st to Aug. 31st.	4,883,178	6,179,068	11,245,454	661,820	1,157,360	1,728,354

Composite Totals - Bushels

<u>Port</u>	<u>1953</u>		<u>1954</u>		<u>Jan. 1 to Aug. 31 1955</u>	
Montreal, Que.	21,773,694	3,652,438	2,712,849			
Quebec, Que.	11,532,188	4,698,004	2,213,058			
Sorel, Que.	4,000,576	-	-			
Halifax, N.S.	4,883,178	6,179,068	11,245,454			
Saint John, N.B.	661,820	1,157,360	1,728,354			
	<u>42,851,456</u>	<u>15,686,870</u>	<u>17,899,715</u>			

Kinds of Grain - Bushels - Year 1953

	<u>Montreal, Que.</u>	<u>Quebec, Que.</u>	<u>Sorel, Que.</u>	<u>Halifax, N.S.</u>	<u>Saint John, N.B.</u>	<u>Total</u>
Wheat	20,262,779	11,493,600	4,000,576	4,550,348	532,343	40,839,646
Barley	1,208,191	-	-	332,830	45,884	1,586,905
Oats	282,358	38,588	-	-	-	320,946
Corn	11,200	-	-	-	-	11,200
Flaxseed	9,166	-	-	-	-	9,166
Rye	-	-	-	-	83,593	83,593
	<u>21,773,694</u>	<u>11,532,188</u>	<u>4,000,576</u>	<u>4,883,178</u>	<u>661,820</u>	<u>42,851,456</u>

Canadian National Railways,
Montreal, Que., October 7, 1955.



CANADIAN NATIONAL RAILWAYS

Number of Bushels of Canadian Bulk Grain handled by Canadian National Railways, All-Rail, from Head of Lakes to Eastern Canadian Ports for Export

Month	Montreal, Que.			Quebec, Que.			Sorel, Que.		
	1953	1954	#1955	1953	1954	#1955	1953	1954	#1955
Jan.	-	-	-	138,933	-	-	-	-	-
Feb.	-	-	-	31,500	-	-	-	-	-
Mar.	40,800	-	36,820	634,000	-	-	-	-	-
Apr.	-	2,500	-	40,659	-	-	-	-	-
May	2,000	-	4,750	73,346	-	-	-	-	51,000
June	-	-	-	26,000	-	-	-	-	-
July	-	-	-	-	-	-	-	-	-
Aug.	-	-	-	-	-	-	-	-	-
Sept.	3,500	-	-	-	-	-	-	-	-
Oct.	-	-	-	-	-	-	-	-	-
Nov.	61,509	-	-	-	-	-	-	-	-
Dec.	-	-	-	425,900	-	-	-	-	-
	107,809	2,500	41,570	1,370,338	-	-	-	-	51,000

- Jan. 1st to August 31st.



- Jan. 1st to August 31st.

Month	Halifax, N.S.			Saint John, N.B.		
	1953	1954	#1955	1953	1954	#1955
Jan.	2,647,000	55,000	486,374	400,000	-	40,408
Feb.	3,690,000	-	239,119	906,000	-	158,038
Mar.	2,439,416	41,000	461,309	185,413	-	25,150
Apr.	-	-	-	-	-	-
May	-	-	-	-	-	-
June	-	-	-	-	-	-
July	-	-	-	-	-	-
Aug.	-	-	-	-	-	-
Sept.	-	-	-	-	-	-
Oct.	-	-	-	-	-	-
Nov.	-	-	-	-	3,750	-
Dec.	50,000	366,633	-	-	-	-
	8,826,416	462,633	1,186,802	1,491,413	3,750	223,596

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Composite Totals - Bushels					Jan. 1 to Aug. 31,	
Port		1953	1954		1955	
Montreal,	Que.	107,809	2,500		41,570	
Quebec,	Que.	1,370,338	-		-	
Sorel,	Que.	-	-		51,000	
Halifax,	N.S.	8,826,416	462,633		1,186,802	
Saint John,	N.B.	1,491,413	3,750		223,596	
		<u>11,795,976</u>	<u>468,883</u>		<u>1,502,968</u>	
Kinds of Grain - Bushels - Year 1953						
Port	Wheat	Barley	Flaxseed	Oats	Peas	
Montreal,	21,742	43,267	40,800	2,000	-	
Quebec,	853,433	385,000	40,900	91,005	-	
Halifax,	7,923,916	852,500	50,000	-	-	
Saint John,	1,475,000	12,000	-	-	4,413	
	<u>10,274,091</u>	<u>1,292,767</u>	<u>131,700</u>	<u>93,005</u>	<u>4,413</u>	
Canadian National Railways,						
Montreal, Que., October 7, 1955.						



CANADIAN NATIONAL RAILWAYS

Rail Rates on Grain, Soya Beans and Flaxseed, in Bulk, Carloads, from Canadian Lakehead, Bay, Lake and River Ports and Buffalo, N.Y., to Eastern Canadian and United States Ports, for Export.

(Rates in Cents per 100 lbs.)

Commodity	From Bay, Lake and River Ports, viz., Collingwood, Goderich, Kingston, Midland, Owen Sound, Port Colborne, Sarnia, Tiffin, Toronto & Walkerville, Ont.		to		From Buffalo, N.Y., (ex Lake)	
	Montreal, Que. Quebec, Que. Sorel, Que.	(1) (2)	Halifax, N.S. Saint John, N.B.	(1)	Portland, Me. Boston, Mass.	(1) (3)
Barley	24.96		26.00		26.00	26.00
Buckwheat	24.96		26.00		26.00	26.00
Corn	21.08		21.97		21.97	21.97
Flaxseed	(5) 39.56		(5) 40.45		(5) 40.45	40.45
	(6) 38.06		(6) 38.95		(6) 38.95	-
Oats	23.42		24.98		24.98	24.98
Rye	21.08		21.97		21.97	21.97
Soya Beans	20.87		21.70		21.70	21.70
Wheat	20.87		21.70		21.70	21.70

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From Montreal, Que., Quebec, Que., and Sorel, Que.

From Prescott, Ont.

to

to

Halifax, N.S., Saint John, N.B. and Portland, Me.

Halifax, N.S.
Saint John, N.B.

Portland, Me.
Boston, Mass.

(4)

(1)

(1)

Barley 24.50
Buckwheat 24.50
Corn 20.47
Flaxseed 38.95
Oats 23.48
Rye 20.47
Soya Beans 20.20
Wheat 20.20

24.50
24.50
20.47
38.95
23.48
20.47
20.20
20.20

24.50
24.50
20.47
38.95
23.48
20.47
20.20
20.20

To

From

Montreal, Que.
Sorel, Que.

Quebec, Que.

Halifax, N.S.
Saint John, N.B.

(7)

Fort William, Ont.)

} Flaxseed

49.45

49.45

50.60

Port Arthur, Ont.)

} Other Grain

45.92

(45.92

47.04

West Fort William, Ont.)

(35.00

-applicable via
Nakina and
Cochrane only.

Explanation of Reference Marks:

(1) Rates include charge for elevation and loading to cars at Bay, Lake and River Elevators not exceeding 1 1/4 cents per bushel.

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- (2) Rates include charge for elevation into elevators at Montreal, Quebec and Sorel, Que., not exceeding $3\frac{1}{4}$ cent per bushel, and National Harbours Board switching to elevators at Montreal and Quebec, Que.
- (3) Rates include charge of $2\frac{1}{4}$ cents per bushel made by Buffalo Elevators for elevation and loading to cars.
- (4) Rates include charge for elevation and loading to cars at Montreal, Quebec and Sorel, Que., not exceeding $6\frac{1}{10}$ cent per bushel. Rates from Montreal, Que., include National Harbours Board switching from elevators, rates from Quebec, Que., include National Harbours Board switching from elevator not exceeding \$3.50 per car.
- (5) Rate not applicable from Kingston, Ont.
- (6) Rate applicable from Kingston, Ont., only.
- (7) Rates include National Harbours Board switching charges at Montreal, Que.

Tariff Authorities:

From Canadian Bay, Lake and River Ports - Canadian National Railways Tariff No. C.G.130-2, C.T.C. No. E.3867, Section 4.

From Fort William, Port Arthur and West Fort William, Ont. - Canadian National Railways Tariff No. C.G.130-2, C.T.C. No.E.3867, Section 7.

From Buffalo, N.Y. - Trunk Line Territory Tariff Bureau No. 10-C, I.C.C. A-563.

From Fort William, Port Arthur and West Fort William, Ont., to Quebec, Que. - Rate of 35 cents per 100 lbs, published in Canadian National Railways Tariff No. C.G.93, C.T.C. No. E.1268.

Canadian National Railways,
Montreal, Que., October 7, 1955.



CANADIAN NATIONAL RAILWAYS.

COMPARISON OF FIRST - FIFTH - AND TENTH CLASS RATES TO NEWFOUNDLAND IN EFFECT
MARCH 31, 1949 AND THOSE IN EFFECT APRIL 1, 1949 AND OCTOBER 1, 1955.

Rates in Cents per 100 Pounds

TO

CORNER BROOK, NFID.					GRAND FALLS, NFID.					ST. JOHN'S, NFID.				
Classes					Classes					Classes				
1	5	10	Tariff		1	5	10	Tariff		1	5	10	Tariff	
or	or	or	Author-		or	or	or	Author-		or	or	or	Author-	
100	45	27	ity		100	45	27	ity		100	45	27	ity	
FROM														

MONTREAL, QUE.
Effective March 31/49:

To North Sydney
From North Sydney
Thru Combination

Effective April 1/49:

Present - October 1/55:

Relationship of Present Rate
to March 31/49 rate:
Increase or Reduction:
Percentage

(I)19 (R) 24
7.4 16.1 -

(I)40 (R) 19
15.0 12.1 -

(I) 86 (I) 1
32.3 .6 -

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TO				GRAND FALLS, NFD.				ST. JOHN'S, NFD.			
CORNER BROOK, NFD.											
Classes				Classes				Classes			
1	5	10	Tariff	1	5	10	Tariff	1	5	10	Tariff
or	or	or	Author-	or	or	or	Author-	or	or	or	Author-
100	45	27	ity	100	45	27	ity	100	45	27	ity

KINGSTON, ONT.
Effective March 31/49:
To North Sydney
From North Sydney
Thru Combination

Effective April 1/49:

Present - October 1/55:

Relationship of Present Rate
to March 31/49 rate:
Increase or Reduction:

Percentage

144	72	48	A	144	72	48	A	144	72	48	A
122	82	(1)	B	130	90	(1)	B	130	90	(1)	B
266	154	-		274	162	-		274	162	-	
238	124	85	A	262	136	93	A	262	136	93	A
309	139	83	C	338	152	91	C	384	173	104	C
(3) 253	114	68	C	-	-	-		(3) 298	134	80	C

(I) 43 (R) 15	-	-	(I) 64 (R) 10	-	-	(I) 110 (I) 11	-
(3) (R) 13 (R) 40	-	-	-	-	-	(3) (I) 24 (R) 28	-
16.2	9.7	-	23.4	6.2	-	40.1	6.8
(3) 4.9	26.0	-	-	-	-	(3) 8.8	17.3

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TO

CORNER BROOK, NEFD.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

GRAND FALLS, NEFD.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

ST. JOHN'S, NEFD.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

TORONTO, ONT.

Effective March 31/49:

To North Sydney
From North Sydney
Thru Combination

152	76	50	A
122	82	(1)	B
274	158	-	

152	76	50	A
130	90	(1)	B
282	166	-	

152	76	50	A
130	90	(1)	B
282	166	-	

Effective April 1/49:

246	128	87	A
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270	140	95	A
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270	140	95	A
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Present - October 1/55:

345	155	93	C
(3) 267	120	72	C

374	168	101	C
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420	189	113	C
(3) 333	150	90	C

Relationship of Present Rate
to March 31/49 Rate:

(I) 71	(R) 3
(3) (R) 7	(R) 38

(I) 92	(I) 2
-	-

(I) 138	(I) 23
(3) (I) 51	(R) 16

Percentage

25.9	1.9
(3) 2.6	24.1

32.6	1.2
-	-

48.9	13.9
(3) 18.1	9.6

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TO

CORNER BROOK, NFID.

GRAND FALLS, NFID.

ST. JOHN'S, NFID.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

HAMILTON, ONT.
Effective March 31/49:

To North Sydney
From North Sydney
Thru Combination

Effective April 1/49:

Present - October 1/55:

Relationship of Present Rate
to March 31/49 Rate:

Increase or Reduction:

Percentage

157	79	52	A
122	82	(1)	B
279	161	-	

157	79	52	A
130	90	(1)	B
287	169	-	

157	79	52	A
130	90	(1)	B
287	169	-	

251	131	89	A
354	159	96	C
(3)277	125	75	C

275	143	97	A
383	172	103	C
-	-	-	

275	143	97	A
429	193	116	C
(3)342	154	92	C

(I) 75	(R) 2	-
(3)(R) 2	(R)36	-

(I)96	(I) 3	-
-	-	-

(I)142	(I)24	-
(3)(I) 55	(R)15	-

26.9	1.2	-
(3) .7	22.4	-

33.4	1.8	-
-	-	-

49.5	14.2	-
(3) 19.2	8.9	-

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TO

CORNER BROOK, Nfld.

Classes

1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

GRAND FALLS, Nfld.

Classes

1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

ST. JOHN'S, Nfld.

Classes

1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

LONDON, ONT.

Effective March 31/49:

To North Sydney
From North Sydney
Thru Combination

Effective April 1/49:

Present - October 1/55:

Relationship of Present Rate
to March 31/49 Rate:

Increase or Reduction:

Percentage

(I) 85	(I) 2	-	(I) 106	(I) 8	-	(I) 152	(I) 28	-
(3) (I) 15	(R) 29	-	-	-	-	(3) (I) 74	(R) 7	-
28.7	1.2	-	34.9	4.5	-	50.0	15.8	-
(3) 5.1	17.2	-	-	-	-	(3) 24.3	4.0	-

174	87	59	A
122	82	(1)	B
296	169	-	

174	87	59	A
130	90	(1)	B
304	177	-	

174	87	59	A
130	90	(1)	B
304	177	-	

268	139	96	A
381	171	103	C
(3) 311	140	84	C
292	151	104	A
410	185	111	C
-	-	-	
292	151	104	A
456	205	123	C
(3) 378	170	102	C

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TO

CORNER BROOK, NFID.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

GRAND FALLS, NFID.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

ST. JOHN'S, NFID.

Classes			
1	5	10	Tariff
or	or	or	Author-
100	45	27	ity

FROM:

WINDSOR, ONT.

Effective March 31/49:

To North Sydney
From North Sydney
Thru Combination

182	91	64	A
122	82	(1)	B
304	173	-	

182	91	64	A
130	90	(1)	B
312	181	-	

182	91	64	A
130	90	(1)	B
312	181	-	

Effective April 1/49:

276	143	101	A
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300	155	109	A
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300	155	109	A
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Present - October 1/55:

426	192	115	C
(3) 326	147	88	C

455	205	123	C
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501	225	135	C
(3) 413	186	112	C

Relationship of Present Rate
to March 31/49 Rate:

Increase or Reduction:

(I) 122	(I) 19	-
(3) (I) 22	(R) 26	-

(I) 143	(I) 24	-
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(I) 189	(I) 44	-
(3) (I) 101	(I) 5	-

Percentage	40.1	11.0	-
(3)	7.2	15.0	-

45.8	13.3	-
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60.6	24.3	-
(3)	32.4	-

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EXPLANATION OF REFERENCE MARKS.

- (1) No class rates in effect - articles not accorded special commodity rates are carried only by special contract.
- (3) Water competitive rates, expire November 30/55.
- (I) Increase
- (R) Reduction

TARIFF AUTHORITIES

- A - C.N. Rys. Tariff No. C. 45, C.T.C. No. E. 1651
- B - Newfoundland Ry. Tariff N.R. No. 123.
- C - C.N. Rys. Tariff No. C. 101, No. E. 4079.

Canadian National Railways,
Montreal, Que., October 7, 1955

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CANADIAN NATIONAL RAILWAYS

COMPARISON OF FREIGHT RATES ON REPRESENTATIVE COMMODITIES ACTUALLY TRANSPORTED TO
NEWFOUNDLAND PRIOR TO MARCH 31, 1949 AND FREIGHT RATES IN EFFECT
ON MARCH 31, 1949 - APRIL 1, 1949 - AND OCTOBER 1, 1955

CARLOADS

Rates in Cents per 100 Pounds

Commodity	From	To	Effective		Relationship to March 31, 1949 Rate In-crease or Reduc- tion	Per- cent- age					
			Mar. 31/1949	Apr. 1, 1949							
Apples, in barrels. Min. Wt. 35,000 lbs.	Kelowna, B.C.	Corner Brook, Nfld.	264	A.B.	256	A	(3)(263 (4)(244	AA	Red. Red.	1 20	.4 7.6
		Grand Falls, Nfld.	268	A.B.	268	A	(3)(277 (4)(258	AA	Inc. Red.	9 10	3.4 3.7
		St. John's, Nfld.	268	A.B.	268	A.	(3)(296 (4)(276	AA	Inc. Inc.	28 8	10.4 3.0



Commodity	From	To	(1) Rate	Tariff Authority (2)	Tariff Authority (2)	Tariff Authority (2)	In- crease or Reduc- tion	Amount	Per- centage
Apples, in boxes. Min. Wt. 35,000 lbs.	Kelowna, B.C.	Cornor Brook, Nfld.	284	A.B.	256	A	(3)(263) (4)(244)	AA	Red. 21 40 7.4 14.1
		Grand Falls, Nfld.	294	A.B.	268	A	(3)(277) (4)(258)	AA	Red. 17 26 5.8 8.8
		St. John's, Nfld.	294	A.B.	268	A	(3)(296) (4)(276)	AA	Inc. Red. 2 18 7 6.1
Automobiles, Freight, SU. Min. Wt. Mar. 31/49 12,000 lbs. Apr. 1/49 10,000 lbs. June 16/50 10,000 lbs.	Oshawa, Ont.	Cornor Brook, Nfld. Grand Falls, Nfld. St. John's, Nfld.	437 557 557	C.B. C.B. C.B.	232 263 320	D D D	269 292 329	DD DD DD	Red. Red. Red. 218 265 228 44.8 47.6 40.9
Automobiles, Freight, SU. Min. Wt. Mar. 31/49 12,000 lbs. Apr. 1/49 10,000 lbs. June 16/50 10,000 lbs.	Walkerville, Ont.	Cornor Brook, Nfld. Grand Falls, Nfld. St. John's, Nfld.	516 536 586	C.B. C.B. C.B.	261 292 349	D D D	341 364 401	DD DD DD	Red. Red. Red. 175 222 185 33.9 37.9 31.6
Automobiles, Pass- enger, SU. Min. Wt. 10,000 lbs.	Oshawa, Ont.	Cornor Brook, Nfld. Grand Falls, Nfld. St. John's, Nfld.	507 577 577	E.B. E.B. E.B.	266 300 364	D D D	302 329 370	DD DD DD	Red. Red. Red. 205 248 207 40.4 43.0 35.9



Commodity	From	To	(1) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	In- crease or Reduc- tion	Amount	Per- cent- age
Automobiles, Passenger, SU. Min. wt. 10,000 lbs.	Walkerville, Ont.	Corner Brook, Nfld. Grand Falls, Nfld. St. John's, Nfld.	537	E.B.	296	D	356	DD	Red.	181	33.7
			607	E.B.	330	D	383	DD	Red.	224	36.9
			607	E.B.	394	D	451	DD	Red.	156	25.7
Canned Goods, in tins. Min. wt. 24,000 lbs.	Hamilton, Ont.	Corner Brook, Nfld.	179	F.B.	131	F	(150) (126) (91)	G H I	Red. Red. Red.	29 53 88	16.2 29.6 49.2
		Grand Falls, Nfld.	189	F.B.	143	F	(163) (138)	G H	Red. Red.	26 51	13.8 27.0
		St. John's, Nfld.	189	F.B.	143	F	(184) (157) (113)	G H I	Red. Red. Red.	5 32 76	2.6 16.9 40.2
Feed (All-Rail) Min. wt. Mar. 31/49 60,000 lbs. Apr. 1/49 50,000 lbs. Oct. 2/50 50,000 lbs.	Port Arthur, Ont.	Corner Brook, Nfld. Grand Falls, Nfld. St. John's, Nfld.	128	J.B.	104	K	117	L	Red.	11	8.6
			141	J.B.	113	K	127	L	Red.	14	9.9
			128	J.B.	113	K	(143) (124) 1/4	L	Inc. Red.	15 3 3/4	11.7 3.0



Commodity	From	To	(1) Rate	Tariff Autho- rity	(2) Rate	Tariff Autho- rity	(2) Rate	Tariff Autho- rity	In- crease or Reduc- tion	Amount	Per- cent- age
Feed (Local) Min. wt. Mar.31/49 60,000 lbs. Apr. 1/49 50,000 lbs. July 3/50 50,000 lbs.	Port Colborne, Ont.	Corner Brook, Nfld.	111	J.B.	93	M	112	N	Inc.	1	.9
		Grand Falls, Nfld.	124	J.B.	102	M	122	N	Red.	2	1.6
		St. John's, Nfld.	111	J.B.	102	M	139	N	Inc.	28	25.2
Feed (Ex-Lake) Milled at Lake- port at which re- ceived). Min.wt. Mar.31/49 60,000 lbs. Apr. 1/49 50,000 lbs. July 3/50 50,000 lbs.	Port Col- borne, Ont.	Corner Brook, Nfld.	110	J.B.	91 1/4	O	102	P	Red.	8	7.3
		Grand Falls, Nfld.	123	J.B.	100 1/4	O	112	P	Red.	11	8.9
		St. John's, Nfld.	110	J.B.	100 1/4	O	(128 (110 1/2	P	Inc. Inc.	18 1/2	16.4 .5
Fruit, fresh, N.O.S. Min.wt.20,000 lbs.	Grimsby, Ont.	Corner Brook, Nfld.	225	Q.B.	(6)163	Q	200	QQ	Red.	25	11.1
		Grand Falls, Nfld.	235	Q.B.	(6)178	Q	216	QQ	Red.	19	8.1
		St. John's, Nfld.	235	Q.B.	(6)178	Q	241	QQ	Inc.	6	2.6
Hay. Min.wt.22,000 lbs. Que.	Laprairie, Que.	Corner Brook, Nfld.	150	R.B.	82	R	75	RR	Red.	75	50.0
		Grand Falls, Nfld.	150	R.B.	90	R	83	RR	Red.	67	44.7
		St. John's, Nfld.	150	R.B.	90	R	95	RR	Red.	55	36.7



Commodity	From	To	(1) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	In- crease or Reduc- tion	Amount	Per- cent- age
Iron and Steel.	Hamilton, Ont.	Corner Brook, NFLd.	139	S.T.	111	U	(135) (95)	V W	Red. Red.	4 44	2.9 31.7
Min. wt. Mar. 31/49 45,000 lbs. Apr. 1/49 40,000 lbs. June 15/50 40,000 lbs.		Grand Falls, NFLd. St. John's, NFLd.	147	S.T. S.T.	122	U	147 (167) (116)	V V W	- Inc. Red.	- 20 31	- 13.6 21.1
Meats, cured.	Montreal, Min. wt. 30,000 lbs. Que.	Corner Brook, NFLd. Grand Falls, NFLd. St. John's, NFLd.	172 175 175 175	X.B. X.B. X.B.	119 131 131	F F F	125 138 158	FF FF FF	Red. Red. Red.	47 37 17	27.3 21.1 9.7
Meats, fresh.	Montreal, Min. wt. 20,000 lbs. Que.	Corner Brook, NFLd. Grand Falls, NFLd. St. John's, NFLd.	225 245 245 245	Y.B. Y.B. Y.B.	148 163 163	Y Y Y	152 168 194	YY YY YY	Red. Red. Red.	73 77 51	32.4 31.4 20.8
Milk, canned.	Sherbrooke, Min. wt. 24,000 lbs. Que.	Corner Brook, NFLd. Grand Falls, NFLd.	162 167	F.B. F.B.	119 131	F F	(132) (110) (5) (102) (146) (122)	G H I G H	Red. Red. Red. Red. Red.	30 52 60 21 45	18.5 32.1 37.0 12.6 26.9



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Commodity	From	To	(1) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	In- crease or Reduc- tion	Per- cent- age
Milk canned (cont'd)	Sherbrooke, Que.	St. John's, Nfld.	167	F.B.	131	F	(168 (142 (5)(125	G H I	Inc. Red. Red.	1 25 42
										.6 15.0 25.1

(1) These rates do not include Marine Insurance

(2) These rates include Marine Insurance

(3) Normal

(4) Reduced by Bridge Subsidy

(5) Competitive - Expires November 30, 1955

EXPLANATION OF REFERENCE MARKS

TARIFF AUTHORITIES

A -	Can. Frt. Assoc. Tariff No. (W) 103-P, C.N.Rys, No. W. 53-N, C.T.C. No. 545.
AA -	Can. Frt. Assoc. Tariff No. (W) 103-R, C.N. Rys. No. W. 53-P, C.T.C. No. 621 and Can. Frt. Assoc. Tariff No. 76-B, C.T.C. No. 1493.
B -	Newfoundland Ry. Tariff No. N.R. 123-Specific Commodity Rate.
C -	C.N.Rys. Tariff No. C. 45, C.T.C. No. E. 1651 - 2nd Class - Can. Frt. Class'n. No. 19.
D -	C.N.Rys. Tariff No. C.M. 130, C.T.C. No. E. 1721, Item 286.
DD -	C.N.Rys. Tariff No. C.M. 195, C.T.C. No. E. 2115, Item 60 1/2.
E -	C.N.Rys. Tariff No. C. 45, C.T.C. No. E. 1651 - 1st Class - Can. Frt. Class'n. No. 19.
F -	C.N.Rys. Tariff No. C. 45, C.T.C. No. E. 1651 - 5th Class - Can. Frt. Class'n. No. 19.
FF -	C.N.Rys. Tariff No. C. 101, C.T.C. No. E. 4079 - Column 45 - Can. Frt. Class'n. No. 20.
G -	C.N.Rys. Tariff No. C.M. 130-1, C.T.C. No. E. 4060, Item 935, authorizing 6th Class per C.N. Rys. Tariff No. 45, Min. wt. 30,000 lbs.
H -	C.N.Rys. Tariff No. C.M. 130-1, C.T.C. No. E. 4060, Item 935, authorizing 80% of 5th Class per C.N. Rys. Tariff No. C. 45, Min. wt. 50,000 lbs.
I -	C.N.Rys. Tariff No. C.M. 267-18, C.T.C. No. E. 4076, Section 1, Min. wt. 50,000 lbs.
J -	C.N.Rys. Tariff No. C.G. 130-2, C.T.C. No. E. 3867.
K -	C.N.Rys. Tariff No. C.G. 67-2, C.T.C. No. E. 3912.
L -	C.N.Rys. Tariff No. C.G. 67-3, C.T.C. No. E. 3965.
M -	C.N.Rys. Tariff No. C.G. 180-1, C.T.C. No. E. 2771.
N -	C.N.Rys. Tariff No. C.G. 180-2, C.T.C. No. E. 3962.
O -	C.N.Rys. Tariff No. C.G. 165-2, C.T.C. No. E. 3927.
P -	C.N.Rys. Tariff No. C.G. 165-3, C.T.C. No. E. 3904.
Q -	C.N.Rys. Tariff No. C.M. 130, C.T.C. No. E. 1721, Item 1060, authorizing 4th Class per C.N.Rys., Tariff No. C. 45.
QQ -	C.N.Rys. Tariff No. C.M. 130-1, C.T.C. No. 4060, Item 1960, authorizing Column 55 per C.N.Rys. Tariff No. C. 101.
R -	C.N.Rys. Tariff No. C. 45, C.T.C. No. E. 1651 - 10th Class - Can. Frt. Class'n. No. 19.
RR -	C.N.Rys. Tariff No. C. 101, C.T.C. No. E. 4079 - Column 27 - Can. Frt. Class'n. No. 20.



S - C.N.Rys. Tariff No. E. 50-3, C.T.C. No. E. 3888, Item 120 (various Iron and Steel Articles).
T - Newfoundland Ry. Tariff No. N.R. 123 - 5th Class - Can. Frt. Class'n. No. 19.
U - C.N.Rys. Tariff No. C.I. 70, C.T.C. No. E. 1870, 1st "A" articles.
V - C.N.Rys. Tariff No. C.I. 70, C.T.C. No. E. 1870, Section 1.
W - C.N.Rys. Tariff No. C. 89, C.T.C. No. E. 3967, Item 220.
X - C.N.Rys. Tariff No. E. 50-3, C.T.C. No. E. 3888, Supp. 13, Item 140-C.
Y - C.N.Rys. Tariff No. C. 45, C.T.C. No. E. 1651 - 4th Class - Can. Frt. Class'n. No. 19.
YI - C.N.Rys. Tariff No. C. 101, C.T.C. No. E. 4079 - Column 55 - Can. Frt. Class'n. No. 20.

Canadian National Railways,
Montreal, que., October 7, 1955.



CANADIAN NATIONAL RAILWAYS

COMPARISON OF FREIGHT RATES ON FLOUR TO NEWFOUNDLAND
IN EFFECT ON MARCH 31, 1949 - APRIL 1, 1949 - AND OCTOBER 1, 1955

CARLOADS

[illegible]



Commodity	From	To	(1) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	(2) Rate	Tariff Author- ity	In- crease or Reduc- tion	Amount	Per- cent- age
Flour (Ex-Lake) Milled at Lake- port at which received. Min.Wt. Mar.31/49 70,000 lbs. Apr. 1/49 50,000 lbs. July 3/50 50,000 lbs.	Port Col- borne, Ont.	Corner Brook, Nfld. Grand Falls, Nfld. St. John's, Nfld.	100 110 100	A.B. A.B. A.B.	91 1/4 100 1/4 100 1/4	G G G	102 112 (128) (110 1/2)	H H H	Inc. Inc. Inc.	2 2 28 10 1/2	2.0 1.8 28.0 10.5

EXPLANATION OF REFERENCE MARKS

- (1) These rates do not include Marine Insurance.
- (2) These rates include Marine Insurance.
- (3) Competitive - Expires November 30, 1955.

TARIFF AUTHORITIES

A - C.N.Rys. Tariff No. C.G. 130-2, C.T.C. No. E. 3857	E - C.N.Rys. Tariff No. C.G. 180-1, C.T.C. No. E. 2771.
B - Nfld. Ry. Tariff No. N.R. 123 - Special Commodity Rate.	F - C.N.Rys. Tariff No. C.G. 180-2, C.T.C. No. E. 3962.
C - C.N.Rys. Tariff No. C.G. 67-2, C.T.C. No. E. 3912.	G - C.N.Rys. Tariff No. C.G. 165-2, C.T.C. No. E. 3927.
D - C.N.Rys. Tariff No. C.G. 67-3, C.T.C. No. E. 3965.	H - C.N.Rys. Tariff No. C.G. 165-3, C.T.C. No. E. 3964

Canadian National Railways,
Montreal, Que., October, 7, 1955.

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MOVEMENT OF BULK GRAIN FROM FORT WILLIAM, BAY PORTS, AND LOCAL ONTARIO POINTS TO ST. LAWRENCE RIVER PORTS, CANADIAN ATLANTIC PORTS, AND UNITED STATES NORTH ATLANTIC PORTS

		ST. LAWRENCE RIVER PORTS			CANADIAN ATLANTIC PORTS			U.S. NORTH ATLANTIC PORTS			
FROM		1953	1954	1955	C	A	R	S	1953	1954	1955
Fort William		60	40	74			7,068	1,823	1,991	128	-
Bay Ports		20,057	3,916	2,793			3,704	4,561	6,304	142	-
Ontario Points		-	19	-			-	27	25	-	-
Total		20,117	3,975	2,867			10,772	6,411	8,320	270	-
		B U. S. H. E. L. S.									
Fort William	105,000	70,000	129,500	12,369,000	3,199,250	3,484,250	224,000	-	-	-	-
Bay Ports	35,099,750	6,853,000	4,887,250	6,482,000	7,981,750	11,032,000	248,500	-	-	-	-
Ontario Points	-	33,250	-	-	47,250	43,750	-	-	-	-	-
Total	35,204,750	6,956,250	5,016,750	18,851,000	11,228,250	14,560,000	472,500				

Montreal, Que.,
October 13th, 1955.



---Exhibit No. 139: Document showing holding of
shares of Canadian Vickers Ltd.

EXHIBIT 139

CANADIAN VICKERS LIMITED

Holding of Shares of Canadian Vickers
Limited as at close of business June 20th, 1955:

	<u>Shares</u>	<u>%</u>
Canadian Holders	472,166.	= 86.7%
Other "	72,834	= 13.3%
	<hr/>	<hr/>
	545,000	100.0%

MONTREAL,
October 12th, 1955.



---Exhibit No. 140: Statement showing ships built
1911 to 1954 by Canadian
Vickers Ltd.

EXHIBIT 140

CANADIAN VICKERS LIMITED

MARINE DIVISION

SHIPS BUILT 1911 - 1954

	<u>Ships</u>	<u>Tonnage</u>
Naval	108	115,377
Commercial	121	322,671
Total	229	438,048

BUILDING 1955

Naval	3	7,800
Commercial	3	7,350
	6	15,150

October 12th, 1955

EXHIBIT NO. 140 - p.2SHIPS BUILT BY CANADIAN VICKERS LIMITED 1911-1954

<u>Year</u>	<u>Number of Ships</u>	<u>Tonnage</u>
1911	-	
1912	-	
1913	-	
1914	-	
1915	5	2,000
1916	11	9,079
1917	43	10,477
1918	7	29,101
1919	6	33,838
1920	6	30,318
1921	4	19,850
1922	-	-
1923	3	1,303
1924	2	230
1925	-	-
1926	8	4,850
1927	4	1,880
1928	7	4,740
1929	10	10,957
1930	-	-
1931	1	1,103
1932	2	519
1933	-	-
1934	3	221
1935	2	415
1936	-	-
1937	1	222
1938	2	774
1939	-	-
1940	4	4,680
1941	11	9,295
1942	5	35,625
1943	16	24,160
1944	10	16,450
1945	14	55,478
1946	3	12,542
1947	7	24,113
1948	7	32,613
1949	6	14,914
1950	8	7,174
1951	1	5,074
1952	1	2,127
1953	5	17,698
1954	4	14,228

229

438,048

Naval Ships - Displacement Tonnage

Commercial Ships - Gross Tonnage

Unfinished - 1955 - 6 ships

October 12, 1955.

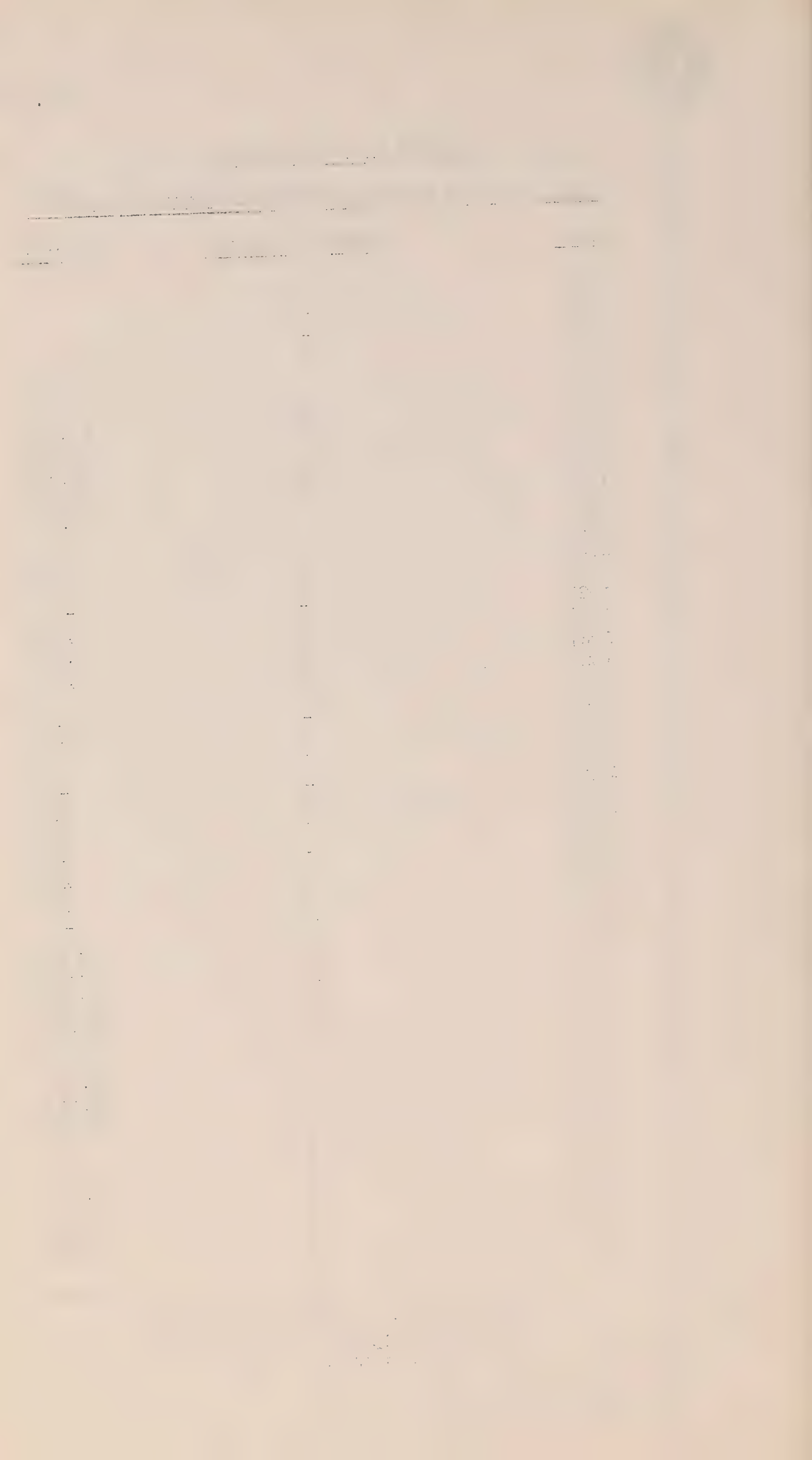




EXHIBIT NO. 140 - p. 3

CANADIAN VICKERS LIMITED

MARINE DIVISION

SUMMARY OF NAVAL VESSELS BUILT SINCE FORMATION OF COMPANY

For British Navy

5 Submarines
3 Corvettes
8 Twin Screw Frigates
10 L.S.T. or Transport Ferries
26

For Italian Navy

9 Submarines

For Royal Canadian Navy or Department of Naval Service

6 Canadian Trawlers
26 Drifters
11 British Trawlers
5 Corvettes
6 Minesweepers
16 Twin Screw Frigates
1 Composite Minesweeper

71

For United States Navy

2 Twin Screw Frigates

October 13, 1955.



---EXHIBIT NO. 141: Statement showing turnover of
technical staff, Canadian
Vickers Limited.

EXHIBIT NO. 141

CANADIAN VICKERS LIMITED

TURNOVER OF N.C.D.O. TECHNICAL STAFF

Last Six Weeks

	<u>Resigned</u>	<u>Hired</u>	<u>Net Loss</u>
Hull	6	2	4
Engineering	4	1	3
Electrical	7	4	3
Total	17	7	10

Last Six Months

	<u>Resigned</u>	<u>Hired</u>	<u>Net Loss</u>
Hull	16	10	6
Engineering	18	16	2
Electrical	19	12	7
Total N.C.D.O.	53	38	15

MONTREAL,
October 12th, 1955.



---Exhibit No. 142: Statement of average employment of productive employees of Canadian Vickers Limited over last ten years.

EXHIBIT NO. 142

CANADIAN VICKERS LIMITED

MARINE DIVISION

AVERAGE EMPLOYMENT PAST 10 YEARS

HOURLY RATED PRODUCTIVE EMPLOYEES ONLY

Year Ending February 28/46	-	2,191
" " " 28/47	-	1,556
" " " 28/48	-	1,858
" " " 28/49	-	1,324
" " " 28/50	-	986
" " " 28/51	-	694
" " " 28/52	-	766
" " " 28/53	-	1,136
" " " 28/54	-	2,017
" " " 28/55	-	1,556
For Week Ending Sept. 22/55	-	1,284

October 12th, 1955.



---Exhibit No. 143:

Statement showing number of
employees working on week
ending Sept. 22nd, 1955,
Canadian Vickers.

EXHIBIT NO. 143

CANADIAN VICKERS LIMITED

Number of employees working on week ending
September 22nd, 1955:

	<u>No.</u>	<u>Weekly Payroll</u>
Marine Dept.	1379	\$ 96,057.
Engineering Dept.	701	49,555.
Services	270	15,874.
Staff	<u>623</u>	<u>55,108.</u>
	2973	\$ 216,594.

October 12th, 1955



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---Exhibit No. 144: Statement of Peak Employment
in Marine Department of
Canadian Vickers Limited.

EXHIBIT NO. 144

CANADIAN VICKERS LIMITED

Peak employment, productive labour, in
Marine Department during the last fifteen years:

Year Ended February 28/45 - 2862
employees

October 12, 1955.



1 ---Exhibit No. 145: Extract from 1950 Session of
2 House of Commons Standing Comm.
3 on Railways, Canals and Tele-
graph Lines.

4 EXHIBIT NO. 145

5 Session 1950
6 HOUSE OF COMMONS

Extract from:
(pages 316-8)

7 STANDING COMMITTEE
8 ON
9 RAILWAYS, CANALS AND
TELEGRAPH LINES

10 Minutes of Proceeding and Evidence

11 No. 7

12
13 Bill No. 303 (Letter Y8 of the Senate)

14 AN ACT to amend the Canada Shipping Act, 1934.

15
16 TUESDAY, JUNE 20, 1950

17
18 Shall clause 5 carry?

19 Mr. Pearkes: I think that is the clause
20 which deals with the registration of ships.

21 Hon. Mr. Chevrier: No.

22 Mr. Pearkes: "Notwithstanding anything in
23 this part, a ship built outside of Canada, shall not,
24 without the consent of the minister, be registered in
25 Canada."

26 Hon. Mr. Chevrier: That is right. What was
27 the question?

28 Mr. Pearkes: My question is that before a
29 company starts to build a ship outside of Canada
30 can they get the assurance of the minister that when

EXHIBIT NO. 145 - p.2

1
2 that ship is completed it will be registered in
3 Canada?

4 Hon. Mr. Chevrier: I think, perhaps, I was
5 right in the first place that this section does not
6 deal with that position. There is another section
7 dealing with that very position that my friend brings
8 up.

9 Mr. Adamson: It seems pretty definite -
10 this 21(a).

11 Mr. Pearkes: It is there on the top of page 7.

12 Hon. Mr. Chevrier; No, that section deals
13 with another matter altogether, General Pearkes.
14 Perhaps I had better explain the section. This clause
15 is to prevent the importation of ships into Canada.
16 which are not built in Canada. There are a number of
17 ships that are being purchased by Canadians, ships
18 that are of very old vintage, ships that we in the
19 Department of Transport try to prohibit from coming
20 into Canada, but we have no power so to do. Ships
21 that sometimes take away employment from our own people.
22 And it is the feeling of our department that if powers
23 such as these were given we could prohibit the
24 importation of such ships into Canada.

25 Mr. Pearkes: I am trying to deal with the ship
26 which will be built in the future. Take, for instance,
27 the C.P.R. They are constructing certain ships now
28 in Great Britain. They have got no guarantee that
29 those ships will be registered when they come to
30



1 Canada. Or, what about a company that might have a
2 ship built in the United States to bring into Canada.
3 Can such a person be given assurance, for instance,
4 that if a ship is built that he can have it regis-
5 tered in Canada?

6 Hon. Mr. Chevrier: I know of no such cases
7 that have come to my attention in all the years that
8 I have been in the Department of Transport where a
9 ship has to be built in the United States. If
10 there are, they are very few. But I am not talking
11 about new ships, I am not talking about new construc-
12 tion. What I have reference to in dealing with
13 this section is old ships built in the United States
14 some time ago that are being imported here because
15 they may be declared surplus by their equivalent to
16 our War Assets and because they are old and dilapi-
17 dated or because for other purposes their importa-
18 tion is undesirable. The object of this section
19 is to prohibit that sort of thing and that is why
20 we are doing it that way. This does not aim at new
21 construction.

22 Mr. Green: Mr. Chairman, does not this
23 whole part beginning with section 7 describe the
24 procedure for Canadian registration of British
25 ships, and the only way to avoid that is section
26 21, and this section 21 (a) has been put in appar-
27 ently under the same heading. I would take it
28 that it does apply specifically to new ships and
29 to British ships.
30



1 Hon. Mr. Chevrier: I do not know that I can
2 add any more. It is a discretionary power that the
3 minister is being given in this section, it is
4 powers that we would have to use in accordance with
5 his discretion; but I do not think the minister would
6 exercise this discretion against a ship built in the
7 United Kingdom that was being brought to Canada. I
8 would like to get this power in order to prevent
9 the large number of ships that are coming in from
10 the Great Lakes and on some of the coasts of Canada.

11 Mr. Green: From the United States?

12 Hon. Mr. Chevrier: From the United States.

13 The Chairman: And a lot of them are old
14 crocks too.

15 Mr. Green: Shouldn't that be made clearer?

16 Hon. Mr. Chevrier: I do not see much diffi-
17 culty about it. I do not think we should include
18 anything in this Act which would seem to be a res-
19 triction against the United States. I would prefer
20 not to do it that way, but if the committee felt
21 that a provision exempting British ships was neces-
22 sary I would have no objection to that, although I
23 think the discretion should be left with the minis-
24 ter.

25 Mr. Adamson: I agree with you. It is pure-
26 ly to apply to old ships.

27 Hon. Mr. Chevrier: That is right.

28 Mr. Adamson: And I think that should be made
29 clear irrespective of the country of origin, that
30



1 we should prevent these derelict old ships from
2 coming in.

3 Mr. Chairman: Who is going to define what
4 is a derelict ship.

5 Mr. Pearkes: If it is intended to deal with
6 ships already built why not before the word "built"
7 add the words "have been". That would make it
8 quite clear. My particular reason in raising this
9 question is to see whether the minister would under
10 certain circumstances, grant assurance to an estab-
11 lished builder that his ship would be registered
12 here. I cited that case of the C.P.R., and cer-
13 tainly they must have been given to understand
14 that their ships could be registered here; but then
15 there are other smaller ships belonging to smaller
16 companies which may be constructed in Great Britain.
17 Would a Canadian company who intended to build a
18 ship for some reason or other in Glasgow get an
19 assurance that that ship could be registered in
20 Canada when completed if the minister thought pro-
21 per?

22 Hon. Mr. Chevrier: If I were going to amend
23 this I would rather amend it by adding a proviso
24 to cover the U.K. situation rather than by chang-
25 ing the definition or meaning of the word "built",
26 because "built" is in such form there that it
27 means not only old ships but it can also mean new
28 ships built in the United States; the position be-
29 ing this, that while now it is more costly to build
30



1 them in the United States than it is in Canada the
2 position may be reversed at a later stage.

3 Mr. Pearkes: And Japan.

4 The Chairman: That is right.

5 Hon. Mr. Chevrier: Yes. So, if it is the
6 wish of the committee, I would rather leave it this
7 way; but if the committee insists that the U.K.
8 should get further protection I would not raise any
9 objection to a provision covering that point.

10 Mr. Gillis: It is necessary to amend the
11 section to give the U.K. further protection? Any
12 ship built in the United Kingdom can be registered
13 in Britain and so, automatically, becomes a Canadian
14 ship with all the rights and privileges under this
15 Act.

16 Hon. Mr. Chevrier: That is not the legal
17 position.

18 Mr. Matthews: A ship registered in the
19 United Kingdom is a British ship, but she is not a
20 Canadian ship. It is true she is entitled to en-
21 gage in coastal trade.

22 Mr. Robinson: The section says "British
23 ship includes Canadian ship". I would like to
24 get this as clear as I can as I understood that
25 we have certain Commonwealth commitments which
26 would make it very difficult for the minister to
27 refuse registration of a British built ship.

28 Mr. Mott: Mr. Chairman, the way it is now
29 the minister has no authority?
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Hon. Mr. Chevrier: That is right.

Mr. Mott: Out on the west coast they brought out a bunch of minesweepers.

Hon. Mr. Chevrier: Yes, and I could not stop them.

The Chairman: Well it is 6.05.

Hon. Mr. Chevrier: When shall we meet again.

Mr. Green: We have done very well so far and I suggest that we be given a little time to go into the Act further.

The Chairman: Shall we meet at 11.30 tomorrow morning?

Agreed. The committee adjourned.



1 ---EXHIBIT NO. 146: Charter Party, Branch Lines
2 Ltd., for operation of
3 tankers.

4 EXHIBIT NO. 146

5 Esso Shipping Company Code word for this
6 30 Rockefeller Plaza, New York Charter Party:
STANDIME

7 TANKER TIME CHARTER PARTY

8 February 4th, 1955.

9 IT IS THIS DAY MUTUALLY AGREED between BRANCH
10 LINES LIMITED, SOREL, QUE.,
11 Owner (hereinafter called "Owner") of the good
12 CANADIAN Motor Tank Vessel built by Marine Industries
13 Limited, called the SPRUCEBRANCH of 1699 tons net
14 register, classed Lloyd's and to be so maintained
15 during the currency of this Charter, fitted with
16 engines of _____ Nominal, _____ Brake _____,
17 Shaft, or 1320 Indicated H.P. as certified by classi-
18 fication society and capable of maintaining under
19 normal working conditions an average sea speed of
20 about ten knots in moderate weather when fully laden,
21 on an average consumption of six tons (of 2,240 lbs.)
22 Standard Diesel or similar grade oil fuel per 24
23 hours, boilers being now fitted to burn efficiently
24 liquid fuel of diesel A.P.I. Gravity, and provided
25 with two cargo pumps capable of discharging in
26 the aggregate about 400 tons (of 2,240 lbs.) per
27 hour, and equipped with wireless telegraph to com-
28 ply with existing International Regulations and to
29 allow the vessel to ^{com-}municate with land stations,
30



1 and fitted throughout in all main and summer tanks
2 or center and wing tanks and bunker compartments with
3 heating coils of not less than $1\frac{1}{2}$ inch diameter
4 and with sufficient area to have at least one square
5 foot of heater coils per 150 cu. ft. of volume, _____

6 THE BRITISH AMERICAN OIL CO. LIMITED, Charter-
7 er, as follows:

8 1. The Owner hereby declared that the Vessel can
9 carry about 3570 tons (of 2,240 lbs.) total dead-
10 weight of cargo, bunkers, water and stores on assign-
11 ed summer mean draft of 18 ft. 4-1/2 in. in salt
12 water, corresponding to a load line summer freeboard
13 of _____ ft. _____ in. under present International
14 Load Line Regulations, and that her load line is
15 marked and so placed as to admit of her being safely
16 loaded to such draft, and that the Vessel has a
17 total capacity for bulk cargo, after deduction of
18 2% for expansion, of 27,000 bbls. in main and summer
19 tanks or center and wing tanks, exclusive of perma-
20 nent bunkers, which have a capacity, after deduction
21 of 2% for expansion, of 220 tons (of 40 cubic feet)
22 oil fuel.

23 2. The Owner hereby lets, and the Charterer
24 hereby hires, the Vessel as herein described for
25 the 1955 season of navigation on the St. Lawrence
26 River, hire to commence when written notice from
27 the Master has been given to the Charterer or its
28 Agents during office hours that the vessel is at
29 its disposal at Sorel, Que. in such ready access-
30



1 ible dock, wharf or place where she can always safely
2 lie afloat, as Charterer or its Agents may direct, the
3 vessel being then ready with holds and cargo tanks
4 clear and clean, and in every way fitted for the
5 service and the carriage of clean or dirty petroleum
6 products, and being on delivery tight, staunch and
7 strong, after having been drydocked and painted at
8 Owner's expense, and with pipe lines, pumps and heat-
9 er coils in good working condition, so far as the
10 same can be attained by the exercise of due diligence,
11 and with full complement of Master, Officers and Crew
12 for a vessel of her size and character, and due dili-
13 gence to be exercised to maintain her in such state
14 during the currency of this Charter; to be employed
15 between safe ports in such lawful trades as Charterer
16 or its Agents may direct, on the Great Lakes and
17 Atlantic Coast of North America.

18 3. The Charterer shall pay for the use of the Ves-
19 sel hire at the rate of Thirty One Thousand Dollars
20 Can. Currency per calendar month, payment to be made
21 in advance semi-monthly at Sorel, Que. in cash with-
22 out discount, less any disbursements or advances
23 made to the Master or Owner's Agents. Hire shall
24 commence from time of delivery of the Vessel as afore-
25 said and shall continue until the hour of her re-
26 delivery to the Owner (unless lost) at Sorel, Que.,
27 before midnight on November 30, 1955. Any hire paid
28 in advance and not earned shall be returned to the
29 Charterer.

30 4. In default of punctual and regular payment



1 as herein specified, the Owner shall have the faculty
2 of withdrawing the Vessel from the service of the
3 Charterer, without prejudice to any claim it (the
4 Owner) may otherwise have on the Charterer in pur-
5 suance of this Charter.

6 5. Hire shall not commence before April 1st, 1955
7 unless with Charterer's consent, and the Charterer
8 shall have liberty to cancel this Charter should
9 Vessel not be ready in accordance with the provisions
10 hereof before May 1st, 1955, said option of cancel-
11 ment to be declared not later than the day of the
12 Vessel's readiness.

13 6. The deadweight, bulk cargo cubic capacity,
14 speed, pumping performance and fuel consumption of
15 the Vessel, as stipulated in this Charter, are
16 representations by the Owner. Should actual per-
17 formance of the Vessel show any failure to satisfy
18 one or more of such representations the hire shall
19 be equitably decreased so as to indemnify the Char-
20 terer to the extent of such failure, this Charter
21 otherwise to remain unaffected.

22 7. Should the Vessel be on her voyage towards
23 the port of redelivery at the time a payment of
24 hire becomes due, said payment shall be made for
25 such length of time as the Owner or its Agents
26 and the Charterer or its Agents may agree upon as
27 the estimated time necessary to complete the
28 voyage, less disbursements arranged by Charterer
29 for Owner's account, and less estimated value of
30



1 fuel in bunkers at the termination of the voyage,
2 and when the Vessel is redelivered to Owner any diff-
3 erence shall be refunded to or paid by the Charterer
4 as the case may require.

5 8. In the event of loss of time from deficiency
6 of men or stores, breakdown of machinery, inter-
7 ference by Authorities, collision, stranding, fire
8 or other accident or damage to the Vessel, leakage
9 (see clause 51) or from strike or lockout or stoppage
10 or restraint of labour from whatever cause, either
11 partial or general, not caused by the fault of the
12 Charterer, preventing the working of the Vessel for
13 more than twenty-four consecutive hours, or in the
14 event of loss of time from breach of orders or ne-
15 glect of duty by the Master, Officers or Crew, or
16 from deviation for the purpose of landing any in-
17 jured or ill person on board other than any who
18 may be carried at Charterer's request, payment of
19 hire shall cease for all time lost until the Vessel
20 is again in an efficient state to resume her ser-
21 vice and has regained a point of progress equiva-
22 lent to that when the hire ceased hereunder; cost
23 of fuel consumed while the Vessel is off hire
24 hereunder, as well as all port charges, pilotages
25 and other expenses incurred during such period and
26 consequent upon the putting into any port or place
27 other than to which the Vessel is bound, shall be
28 borne by the Owner; but should the Vessel be de-
29 layed or driven into port or to anchorage by stress
30



1 of weather or on account of accident to or other con-
2 sideration for her cargo, such delay, departure, or
3 loss of time, shall be for Charterer's account. If upon
4 the voyage the speed of the vessel be reduced, or her
5 fuel consumption increased, by breakdown, casualty, or
6 inefficiency of Master, Officers or Crew, so as to
7 cause a delay of more than twenty-four hours or an ex-
8 cess consumption of more than one day's fuel, hire for
9 the time lost and cost of extra fuel consumed, if any,
10 shall be borne by the Owner. Any delay by ice or time
11 spent in quarantine shall be for the Charterer's ac-
12 count, except delay in quarantine resulting from the
13 Master, Officers or Crew having communications with
14 the shore at an infected port, where the Charterer has
15 given the Master adequate written notice of the infec-
16 tion, which shall be for Owner's account, as shall also
17 be any loss of time through detention by authorities
18 as a result of charges of smuggling or of other in-
19 fraction of law by the Master, Officers or Crew.

20 9. (Struck out)

21 10. Should the Vessel be lost or become a construc-
22 tive total loss, hire shall cease on the day of her
23 loss or constructive total loss, and if missing,
24 from the date when last heard of, and any hire paid
25 in advance and not earned shall be returned to the
26 Charterer. If the vessel is missing or off hire at
27 the time when hire becomes payable, payment of said
28 hire shall be suspended until safety is ascertained
29 or the off hire period ceases.



1 11. The Owner shall have an absolute lien on all
2 cargoes and subfreights for all amounts due under
3 this Charter, and Charterer shall have a lien on
4 the Vessel for all moneys paid in advance and not
5 earned, and for the value of fuel in bunkers.

6 12. Any moneys advanced to the Master by the Char-
7 terer or its Agents or in payment of disbursements
8 made for Owner's account to be subject to $2\frac{1}{2}\%$
9 Commission and to be deductible from hire money
10 earned or to be earned, and Charterer to have a lien
11 on the Vessel for same.

12 13. In the event of detention of the Vessel by
13 Authorities at home or abroad in consequence of
14 legal action against the Vessel or Owner whereby
15 the Vessel is rendered unavailable for Charterer's
16 service for a period of 30 days, unless brought
17 about by the act or neglect of the Charterer, the
18 Charterer, by prompt written notice, shall have
19 the election to cancel this Charter or to suspend
20 same until the service can again be resumed, with-
21 out prejudice to any right of claim for damage which
22 the Charterer may have in the premises. Payment
23 of hire to cease during time the Vessel may be
24 out of Charterer's service by the cause mentioned
25 in this clause, unless the time out is less than
26 24 hours in which event there is to be no inter-
27 ruption in hire payments.

28 14. (struck out)
29

30 15. The Owner shall provide and pay for all



1 provisions, deck and engine room stores, galley and
2 cabin stores and galley and crew fuel, and insurance
3 on the Vessel; wages of the Master, Officers and
4 Crew; consular fees pertaining to the Master, Offi-
5 cers and Crew; 75% of all fresh water used by the
6 Vessel, at current market prices ruling at ports
7 where the Vessel's bunkers are supplied.

8 16. The Charterer (except during the period when
9 the Vessel is off hire) shall provide and pay for
10 all fuel, 25% of all fresh water. The Charterer
11 shall also pay for all port charges, light dues,
12 dock dues, Panama and other Canal dues, pilotage,
13 consular fees, except those pertaining to Master,
14 Officers and Crew, tugs necessary for assisting the
15 Vessel in, about and out of port for the purpose of
16 carrying out this Charter, agencies, commissions,
17 expenses of loading and unloading cargoes, and all
18 other charges whatsoever except those herein stated
19 as payable by the Owner. The Owner shall, however,
20 reimburse the Charterer for any fuel used or any
21 expenses incurred in making a general average sacri-
22 fice or expenditure, and for any fuel or water
23 consumed during drydocking or repair of the Vessel.

24 17. The Charterer shall accept and pay for all
25 fuel oil in the Vessel's bunkers, upon commence-
26 ment of hire, and the Owner shall pay for all fuel
27 oil in the Vessel's bunkers, on the expiry of this
28 Charter at current market prices of the ports
29 where the hire begins and ends respectively, or at
30



1 current market prices at the nearest recognized port
2 where they may be secured.

3 Maximum Bunker Fuel Oil on delivery and redelivery
4 to be agreed as per gauge in bunker tanks.

5 18. The Master shall prosecute his voyages with
6 the utmost despatch and shall render all reasonable
7 assistance with the Vessel's Crew and equipment,
8 overtime of Officers and Crew to be at Charterer's
9 expense when incurred at request of Charterer or
10 its Agents.

11 19. The Master, although appointed by the Owner,
12 shall be under the orders and direction of the Char-
13 terer as regards employment of the Vessel, Agencies,
14 or other arrangements.

15 20. If the Charterer shall have reason to be
16 dissatisfied with the conduct of the Master, or Of-
17 ficers, the Owner shall, on receiving particulars
18 of the complaint, investigate it, and if necessary
19 make a change in the appointments.

20 21. The Master shall be furnished by the Charterer,
21 from time to time, with all requisite instructions
22 and sailing directions, and both he and the En-
23 gineers shall keep full and correct logs of the
24 voyages, which are to be patent to the Charterer
25 and its Agents, and abstracts of which are to be
26 sent to the Charterer from each port of call.

27 (see clause 52)

28 22. Bills of Lading are to be signed at any
29 rate of freight the Charterer or its Agents may
30



1 direct, without prejudice to this Charter, the
2 Master attending daily, if required, at the offices
3 of the Charterer or its Agents, to do so. The Char-
4 terer hereby agrees to indemnify the Owner against
5 all consequences or liabilities that may arise from
6 the Master, Charterer or its Agents signing Bills of
7 Lading or other Documents inconsistent with this
8 Charter, or from any irregularity in papers supplied
9 by the Charterer or its Agents, or from complying
10 with its or its Agent's orders.

11 23. The whole reach and burthen of the Vessel
12 (but not more than she can reasonably stow and safely
13 carry) shall be at the Charterer's disposal, reserv-
14 ing proper and sufficient space for Vessel's Officers,
15 Crew, Master's cabin, tackle, apparel, furniture,
16 fuel, provisions and stores.

17 24. The Charterer shall have the option of
18 shipping lawful merchandise in cases and/or cans
19 and/or other packages in the Vessel's forehold,
20 'tween decks and/or other suitable space available,
21 subject, however, to the Master's approval as to
22 kind and character, amount and stowage. All charges
23 for dunnage, loading, stowing and discharging so
24 incurred shall be paid by the Charterer.

25 25. The Charterer, subject to the Owner's ap-
26 proval, shall be at liberty to fit any additional
27 pumps and/or gear for loading or discharging cargo
28 it may require beyond what is on board at the com-
29 mencement of the Charter, and to make the necessary
30



1 connections with steam or water pipes, such work to
2 be done at its expense, and such pumps and/or gear
3 so fitted to be considered its property, and the
4 Charterer shall be at liberty to remove it at its
5 expense and in its time during or at the expiry of
6 this Charter; the Vessel to be left in her original
7 condition to the Owner's satisfaction.

8 26. If, on delivery to Charterer at the inception
9 of this Charter, the Vessel's tanks are clean and
10 fit for the transportation of clean products, such
11 as refined petroleum or naphtha, the Vessel is to
12 be redelivered to the Owner at the expiry of this
13 Charter in like condition. Similarly, if her tanks
14 are soiled when delivered to Charterer the Vessel may
15 be redelivered to the Owner with tanks in like con-
16 dition.

17 27. The last two successive cargoes carried, or
18 to be carried, by the Vessel immediately preceding
19 her entering upon this Charter consisted, or will
20 consist, of Clean Petroleum Products.

21 28. The cargo or cargoes shall be laden and dis-
22 charged in any dock, or at any wharf or place that
23 the Charterer or its Agents may direct where the
24 Vessel can always safely lie afloat, or at any safe
25 tidal berth where the Vessel may have to lie aground
26 as usual and customary for tank vessels of like
27 tonnage and draft.

28 29. The Owner guarantees that the Vessel is con-
29 structed and equipped to carry, without admixture,
30



1 at least two qualities or descriptions of oil; but
2 subject to this, neither the Owner nor the Vessel
3 shall be responsible for any admixture if more than
4 one quality of oil is shipped, nor for leakage,
5 contamination or deterioration in quality of the
6 cargo unless the admixture, leakage, contamination
7 or deterioration results from (a) unseaworthiness
8 existing at the time of loading or at the inception
9 of the voyage which was discoverable by the exercise
10 of due diligence, or (b) error or fault of the ser-
11 vants of the Owner in the loading, care or dis-
12 charge of the cargo.

13 30. No injurious cargoes, including acids that
14 are injurious to the Vessel, are to be shipped, nor
15 any voyage to be undertaken or goods or cargoes
16 loaded that would involve risk of seizure, capture
17 or penalty by Rulers or Governments, (it being under-
18 stood that Esso, Esso Extra, Ethyl Gasoline, Benzol,
19 Creosote, Molasses, and the various Vegetable Oils
20 customarily carried in tank vessels, are not to be
21 considered as injurious). Charterer undertakes in
22 case it employs the Vessel to carry any other cargo
23 than oil to indemnify the Owner against any damage
24 that may arise to such cargo owing to the Vessel
25 having previously loaded oil, or to oil after hav-
26 ing loaded other cargo.

27 31. No product shall be shipped which fails to
28 meet one or the other of the two following require-
29 ments: (1) The vapor pressure at one-hundred de-
30



1 grees Fahrenheir (100° F.) shall not exceed thirteen
2 pounds (13 lbs.) as determined by the A.S.T.M. method
3 (Reid Method) identified as D-323 current at the
4 time shipment is made. (2) The distillation loss
5 shall not exceed four per cent (4%) and the sum of
6 the distillation loss and the distillate collected
7 in the receiving graduate shall not exceed ten per
8 cent (10%) when the thermometer reads one-hundred
9 twenty-two degrees Fahrenheit (122° F.) Note--The
10 distillation test shall be made by A.S.T.M. Method
11 identified as D-86 current at the time shipment is
12 made. When products other than Naphtha or Gasoline
13 are tested, the distillation loss may be determined
14 by distilling not less than twenty-five per cent
15 (25%) and deducting from one-hundred per cent (100%)
16 the sum of the volumes of the distillate and the
17 residue in the flask (cooled to a temperature of
18 sixty degrees Fahrenheit (60° F)). 12/30/38.

19 32. The Charterer shall not be held responsible
20 for losses sustained by the Owner or the Vessel
21 through the negligence of pilots, tugboats, or
22 stevedores, although engaged by the Charterer.

23 33. (Struck out)

24 34. The Charterer shall be allowed to fly its
25 house flag and to paint the Vessel's funnel with
26 its own colors, if desired, but at Charterer's
27 expense.

28 35. This Charter shall, so far as possible, be
29 governed by the laws of the flag of the Vessel,
30



1 except in cases of general average, which shall be
2 settled according to York/Antwerp Rules 1950 and
3 as to the matters not therein provided for, accord-
4 ing to the usages and customs of the port of Montreal.
5 If a general average statement is required, it shall
6 be prepared at Montreal by adjusters appointed by
7 the Owner, subject to approval of the Charterer, who
8 shall attend to the settlement and collection of the
9 general average, subject to customary charges.
10 Should the Vessel put into a port of distress or
11 be under average, she is to be consigned to the
12 Owner's Agents, paying them the usual charges and
13 commissions.

14 36. Any provision of this Charter to the contrary
15 notwithstanding, the Owner shall have the benefit
16 of all limitations of, and exemptions from, liability
17 accorded to the Owner or Chartered Owner of Vessels
18 by any statute or rule of law for the time being in
19 force.

20 37. In the event of accident, danger, damage or
21 disaster before or after commencement of the voyage
22 resulting from any cause whatsoever, whether due
23 to negligence or not, for which, or for the conse-
24 quence of which, the Shipowner is not responsible,
25 by statute or contract or otherwise, the Shippers,
26 Consignees or Owners of the cargo shall contri-
27 bute with the Shipowner in general average to the
28 payment of any sacrifices, losses or expenses of
29 average
30 a general nature that may be made or incurred,



1 and shall pay salvage and special charges incurred
2 in respect of the cargo. Salvage services rendered
3 to the Vessel or cargo by another vessel owned by or
4 in the service of the Owner of the Vessel shall be
5 paid for as fully as if such vessel were owned by
6 or in the service of strangers.

7
8 38. The Vessel, her Master and Owner shall not,
9 unless otherwise in this Charter expressly provided,
10 be responsible for any loss or damage arising or
11 resulting from: any act, neglect, default or barra-
12 try of the Master, pilots, mariners or other ser-
13 vants of the Owner in the navigation or management
14 of the Vessel fire, unless caused by the personal
15 design or neglect of the Owner; collision, stranding,
16 or peril, danger or accident of the sea or other
17 navigable waters; saving or attempting to save life
18 or property; wastage in weight or bulk, or any other
19 loss or damage arising from inherent defect, quality
20 or vice of the cargo; any act or omission of the
21 Charterer or Owner, Shipper or Consignee of the
22 cargo, their Agents or representatives; insuffic-
23 iency of packing; insufficiency or inadequacy of
24 marks; explosion, bursting of boilers, breakage of
25 shafts, or any latent defect in hull, equipment or
26 machinery; unseaworthiness of the Vessel unless
27 caused by want of due diligence on the part of
28 the Owner to make the Vessel seaworthy or to have
29 her properly manned, equipped and supplied; or from
30 any other cause of whatsoever kind arising without



1 the actual fault or privity of the Owner. And neither
2 the Vessel, her Master or Owner, nor the Charterer,
3 shall, unless otherwise in this Charter expressly
4 provided, be responsible for any loss or damage or
5 delay or failure in performing hereunder arising
6 or resulting from:-- act of God; act of war; act of
7 public enemies, pirates or assailing thieves; arrest
8 or restraint of princes, rulers or people, or sei-
9 zure under legal process provided bond is promptly
10 furnished to release the Vessel or cargo; strike or
11 lockout or stoppage or restraint of labor from
12 whatever cause, either partial or general; or riot
13 or civil commotion. Vessel shall have liberty to
14 sail with or without pilots, to tow or to be towed,
15 to go to the assistance of vessels in distress and
16 to deviate for the purpose of saving life or property
17 or of landing any ill or injured person on board.
18 This clause is not to be construed as in any way
19 affecting the provisions for cessation of hire as pro-
20 vided in this Charter.

22 39. All salvage moneys earned by the Vessel
23 shall be divided equally between the Owner and the
24 Charterer after deducting Master's, Officers'
25 and Crew's share, legal expenses, hire of Vessel
26 during the time lost, value of fuel consumed, re-
27 pairs of damage, if any, and any other extra-
28 ordinary loss or expense sustained as a result of
29 the service, which shall always be a first charge
30 on such moneys.



1
2 40. No contraband of war shall be shipped, but
3 Petroleum and/or its products shall not be deemed
4 contraband of war for the purpose of this clause
5 unless shipped or intended to be shipped to or in-
6 tended for a country involved in war; nor shall the
7 Vessel be required to enter any port that is in a
8 state of blockade, or where hostilities are in pro-
9 gress, or any war zone, or zone deemed a danger zone,
10 in consequence of the existence of war, or actual
11 hostilities, without the consent of the Owner, and
12 if such consent be given then the Charterer will
13 pay the cost of insuring the Vessel against all war
14 risks in an amount equal to the value under her
15 ordinary policy but not exceeding \$450,000.00.

16 41. In the event of the existence of war, or
17 actual hostilities and the continuance of this Char-
18 ter, the Charterer shall assume the proved addition-
19 al cost of wages and insurance properly incurred in
20 connection with the Master, Officers and Crew as a
21 consequence of such war or actual hostilities.

22 42. Should the Vessel be requisitioned by any
23 Government or Governmental Authority during the
24 period of this Charter, she shall be off hire here
25 under during the period of such requisition, and
26 any hire or other compensation paid in respect of
27 such requisition shall be for the Owner's account.
28 The time the Vessel is on any such requisition
29 shall count as part of the period provided in
30 Clause 2 of this Charter.



1 43. The Owner shall keep the Charterer indemnified
2 to the same extent that the Owner would be if work-
3 ing the Vessel for its own benefit in the trades
4 Vessel is
5 in which the employed by the Charterer against all
6 such claims and risks as are covered by the Protec-
7 tion & Indemnity Association so far as Club Rules
8 allow. The Owner shall also afford the Charterer
9 the benefit of any other Association for Defense
10 or other purposes in which the Vessel may be entered,
11 so that in case of claims in respect of cargo, the
12 Charterer shall stand in the place of the Owner, so
13 far as Club Rules allow.

14 44. The Charterer shall have the option of laying
15 up the Vessel for all or any portion (exceeding 30
16 days) of the charter period, in which case hire
17 hereunder shall continue to be paid, but there shall
18 be credited against such hire the whole amount which
19 the Owner shall save (or reasonably should save)
20 during such period of lay-up through reduction in
21 expenses, less any extra expenses to which the Owner
22 is put as a result of such lay-up.

23 Should the Charterer, having exercised the
24 option granted hereunder, desire the Vessel again
25 to be put into service, the Owner will, upon re-
26 ceipt of written notice from the Charterer to
27 such effect, immediately take steps to restore
28 the Vessel to service as promptly as possible.
29 The option granted to the Charterer hereunder may
30 be exercised one or more times during the currency



1 of this Charter or any extension thereof.

2 45. The Charterer shall have the option of sub-
3 letting or assigning this Charter to any individual
4 or company, but the Charterer shall always remain
5 responsible for the due fulfillment of this Charter
6 in all its terms and conditions. In the event of
7 hostilities this privilege shall be limited to
8 neutrals.

9 46. Damages for breach of this Charter shall in-
10 clude all provable damages, and all costs and
11 attorney fees incurred in any action or proceeding
12 hereunder.

13 47. Nothing herein contained shall be construed
14 as creating a demise of the Vessel to the Charterer.

15 48. (Struck out)

16 49. Any and all differences and disputes of what-
17 soever nature arising out of this Charter shall be
18 put to arbitration in the City of Toronto pursuant
19 to the laws relating to arbitration there in force,
20 before a board of three persons, consisting of one
21 arbitrator to be appointed by the Owner, one by the
22 Charterer, and one by the two so chosen. The de-
23 cision of any two of the three on any point or
24 points shall be final. Either party hereto may
25 call for such arbitration by service upon any offi-
26 cer of the other, wherever he may be found, of a
27 written notice specifying the name and address of
28 the arbitrator chosen by the first moving party
29 and a brief description of the disputes or
30



1 differences which such party desires to put to arbit-
2 tration. If the other party shall not, by notice
3 served upon an officer of the first moving party
4 within twenty days of the service of such first
5 notice, appoint its arbitrator to arbitrate the dis-
6 pute or differences specified, then the first moving
7 party shall have the right without further notice to
8 appoint a second arbitrator, who shall be a dis-
9 interested person, with precisely the same force
10 and effect as if said second arbitrator has been
11 appointed by the other party. In the event that
12 the two arbitrators fail to appoint a third arbitrator
13 within twenty days of the appointment of the second
14 arbitrator, either arbitrator may apply to a Judge
15 of any court of maritime jurisdiction in the city
16 above mentioned for the appointment of a third arbi-
17 trator, and the appointment of such arbitrator by
18 such Judge on such application shall have precisely
19 the same force and effect as if such arbitrator had
20 been appointed by the two arbitrators. Until such
21 time as the arbitrators finally close the hearings
22 either party shall have the right by written notice
23 served on the arbitrators and on an officer of the
24 other party to specify further disputes or differ-
25 ences under this Charter for hearing and determina-
26 tion. Awards made in pursuance to this clause
27 may include costs, including a reasonable allow-
28 ance for attorney's fees, and judgment may be
29 entered upon any award made hereunder in any Court
30



1 having jurisdiction in the premises.

2 50. Owner agrees to purchase from Charterer all
3 petroleum products required for ship's use which
4 charterer is in position to supply.

5 51. In addition to all other provisions of this
6 charter party the Carrier covenant the water in
7 Clarkson Harbour and ~~a~~radius of six miles thereof
8 will not be polluted, fouled or tainted by outboard
9 leakage of cargo or bunker oil or by pumping or
10 throwing overboard oil, oily water waste, garbage or
11 refuse of any kind. The Charterer's refinery manager
12 at Clarkson shall be the sole judge of whether
13 there has been a breach of this covenant and his
14 decision shall be binding and conclusive. If in
15 his opinion a breach has occurred he may require
16 satisfactory safeguards to be taken forthwith by and
17 at the expense of the Carrier to prevent continuation
18 or recurrence before permitting any subsequent
19 cargo to be discharged at Clarkson harbour. In the
20 case of a time charter the provision of paragraph
21 "8" of the charter party shall apply in respect of
22 the time required to effect such safeguards. In
23 the case of a voyage charter the carrier shall
24 have the option of either effecting such safeguards
25 forthwith or of terminating the Charter party after
26 delivery of its cargo.

27 52. Forms required by Charter are as
28 follows: a) Abstract of Chief Officer's Log; b)
29 Abstract of Chief Engineer's Log. c) Port Log.
30



1 d) Ullage Report.

2 Should the Owner have reasonable and substan-
3 tial information concerning formation of ice or
4 impending low atmospheric conditions it (the owner)
5 may require Charterer to despatch the vessel to Sorel
6 from discharge port within seven days after November
7 fifteenth by giving notice by telegraph to Charterer's
8 Head Office.

9
10 53. Subject to sale of the vessel Charter-
11 er has the option of continuing this charter for
12 the navigating season of the year 1956 under the
13 same terms and conditions except that the charter
14 rate shall be subject to renegotiation prior to
15 January 1st, 1956, and by giving the owner written
16 notice thereof previous to September 1st, 1955. The
17 Owner may substitute a sistership for the vessel
18 chartered hereunder.

19 54. The Charterer is authorized to send
20 his vessel to Frobisher Bay between August 15th and
21 September 15th, subject that the following will be
22 for his account:

23 (a) Extra insurance premium.

24 (b) Salary, board and travelling expenses
25 of Sailing Master and wireless operator, both if
26 necessary.

27 (c) Extra amount of \$5,000.00.

28 (d) Cost of refitting wireless set if
29 necessary.

30 IN WITNESS WHEREOF, THE PARTIES HAVE CAUSED



THIS CHARTER TO BE EXECUTED IN DUPLICATE THE DAY
AND YEAR HEREIN FIRST ABOVE WRITTEN.

WITNESS TO SIGNATURE OF BRANCH LINES LIMITED

J.C. Ducharme

F. Henri Tellier

THE BRITISH AMERICAN OIL
CO. LIMITED

Gwen Hall

R. Fred Porter Jr.

Witness to R. Fred
Porter, Jr.

Manager of Transportation

PULPMOOD MOVEMENT FOR BOWATER'S NEWFOUNDLAND PULP & PAPER MILLSNo. of cords delivered to Corner Brook, Nfld. from:

Loading Point	Distance N.M.	Rate per cord	Cords year 1949	Cords Year 1950	1951 price revised	Cords year 1951	Cords year 1952	Cords year 1953	Cords year 1954
Bay D'Espoir	294	\$ 4.50	19,150	24,700	\$ 4.95	21,450	24,685	16,350	23,400
Lomond	60	1.75		26,000	1.93	8,900	8,678	6,931	7,800
Hawkes Bay	122	3.50	26,900	32,000	3.85	31,200	36,823	29,266	23,400
Ste. Genevieve	155	3.75	20,800	2,000	4.13	21,450	23,306	19,007	19,500
Hare Bay	269	4.50	11,000	4,000	4.95	12,550	14,036	15,975	13,650
Hall's Bay	362	5.75	14,000						
Traverse Brook	447	6.50	13,550					32,756	27,300
Southern Arm	339	5.25		14,000	4.50				
Tommy's Arm	365				6.35	3,900			

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Loading Point	Distance N.M.	Rate per cord	Cords year 1949	Cords year 1950	1951 price revised	Cords year 1951	Cords year 1952	Cords year 1953	Cords year 1954
Canada Bay	304				5.22	12,344	13,169	11,605	13,650
Bale Verte	335				5.77	20,806	21,070	22,529	25,350
Pugwash, N.S.	350				5.00			3,000	
Total No. of cords			105,400	102,700		132,600	141,767	157,419	154,050
Freight in \$			476,400.	346,500.		603,436.80	636,755.90	717,531.02	693.264.
Average per cord			4.52	3.37		4.55	4.49	4.56	4.50

Movement made by Branch Lines Limited

Sorel, October 14th, 1955

**University of Toronto
Library**

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POCKET**

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LOWE-MARTIN CO. LIMITED

